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The Bombay Gazette.

No. 8,066.—New Series. BOMBAY:—FRIDAY, DECEMBER 11, 1874.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 67
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These Up country Rates include Postage Rates.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do.	„ 2 8
Third do.	„ 2 8
Fourth and succeeding insertions	„ 0 2½ As.

Line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ „ „
Third and succeeding	2½ „ „

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c., &c.,

The fee for Advertisements belonging to any of these classes will be as follows:—

Not exceeding three lines	Re. 1 0
Each succeeding lines	„ 0-8 As.

Advertisement exceeding five lines will be charged for at our recent ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

Domestic Occurrences: Each—Rupees 2.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every week.

The Steam-ship "SOCOTRA," 1,917 Tons, 220 H. P., Commander J. E. Witness, will be despatched on SATURDAY, the 19th December 1874, at 4 P.M.

December 1874.		December 1874.	
Leave BOMBAY	12	Leave Negapatam	24
„ Vingorla	13	„ Pondicherry	25
„ Goa	14	„ Beauty	27
„ Mangalore	15	„ Mangalore	28
„ Cannanore	16	„ Cocanada	29
„ Tellicherry	17	„ Vizagapatam	30
„ Calicut	17	„ Bimlipatam	30
„ Beypore	17	„ Coringa	31
„ Cochin	18	„ Pt. Palmyras	Jan. 1875.
„ Alleppy	18	„ False Point	1
„ Tuticorin	20	Arrives at CALCUTTA	3
„ Colombo	21		

Goods for Singapore and China can be booked by the Steamers line hence or from intermediate ports for transhipment at Galle by the Messageries Maritimes Company's Steamers, which clearly.

Goods for Batavia, Sourabaya, Tjilatjap, Palembang, Pontianak, Macassar, Padang and Molucca Islands, to go forward by the Messageries Maritime and Netherlands India S. N. Company.

H.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Exchanging Cargo and Passengers at Bussrah, to and from England, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every week to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSSEREH, and occasionally at BAHREIN, KOWEIT, and MAHOMERAH.

The s.s. BUSHEER, 768 Tons, 120 H. P., Commander J. Smith, will be despatched on FRIDAY, the 11th December 1874, at 4 P.M.

December 1874.		December 1874.	
Leave BOMBAY	11	Leave BUSSREH	30
„ Kurrachee	15	„ Mahomerah	30
„ Guadur	16	„ Fao	30
„ Muscat	18	„ Bushire	Jan 1
„ Jask	19	„ Linga	6
„ Bunder Abbas	20	„ Bunder Abbas	8
„ Linga	22	„ Jask	9
„ Bushire	24	„ Muscat	10
„ Fao	26	„ Guadur	12
„ Mahomerah	26	„ Kurrachee	15
Arrive BUSSREH	27	Arrive BOMBAY	18

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the fair season despatch a Steamer to Kurrachee every FRIDAY, at 4 P.M., and an Extra Steamer on every MONDAY, at 5 P.M.

The s.s. BUSHEER, 768 Tons, 120 H. P., Commander J. Smith, will be despatched on FRIDAY, the 11th December 1874, at 4 P.M.

The s.s. KURRACHEE, 510 Tons, 120 H. P., Commander R. J. Scott, will be despatched on MONDAY, the 14th December 1874, at 2 P.M., calling at Veraval, Porebander, and Cutch Mandvie.

The s.s. CALCUTTA, 883 Tons, 120 H.P., Commander J. Melville, will be despatched on FRIDAY, the 18th December 1874, at 4 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO CARWAR COAST.

THE well-known and Fast Sailing New Steamer PELOX, Commander W. Pead, will leave on FRIDAY, the 11th December, at 5 P.M., for undernoted Ports:—Hurnee, Ratnagiri, Jaytapore, Malwan, Vingorla, and Goa Panjim).

For Passage or Freight apply to the Undersigned, at his Office, Bazaar Gate Street, No. 99, in the house of BOWJEE HOOMCHUND DARBAR, opposite to Manockchund Lukhmeechand, and also at his other Office at Burdan Ghullee, out of Fort.

RAMDASS KHAIPAR.

STEAM COMMUNICATION WITH ITALY, VIA SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA and BOMBAY on the 1st and 15th of each month.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden	£22	£15	£4	Without food.
Suez	36	22	6	
Port Said	36	24	9	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles	62	35	14-10	

Including Wines.

Children under 3 years, free of charge. Children not above ten years, half fare.

NEXT STEAMERS FROM BOMBAY:—

"PERSIA," to sail on FRIDAY, 1st January 1875.
"AUSTRALIA," to sail about the end of January 1875.
"ARABIA," to sail on MONDAY, 1st February 1875.
"ASIA," to sail on MONDAY, 15th February 1875.
"ASSYRIA," to sail on MONDAY, 1st March, 1875.
"INDIA," to sail on MONDAY, 15th March, 1875.
"PERSIA," to sail on THURSDAY, 1st April, 1875.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9 Hummum Street.

Bombay, 14th November 1874.

FOR LIVERPOOL OR LONDON.
VIA SUEZ CANAL.
(To leave about 20th December.)

THE well-known and favourite Steam-ship STRATHCLYDE, 1,951 tons, Captain C. W. Pearson, will be despatched as above. She has very superior accommodation for first class Passengers, and punctually makes the passage in 30 days. She is fitted with Ice-house, Punka, Punkahs, and every other appliance necessary for a steamer in this climate. She carries a Surgeon and Stewardess.

Rates of Passage are:—

1st Class to Suez	£30
Do. to Liverpool	£50

exclusive of Wines, &c., which, however, can be procured on board at moderate prices.

For further particulars apply to

W. NICOL & Co., Agents.
GRINDLAY, GROOM & Co.,
Passenger Agents.

Bombay, 1st October 1874.

FOR LIVERPOOL VIA SUEZ CANAL.
Sailing about 5th January next.

THE fine Steamer CORONADEL, 1979 Tons, Captain John D. Many will be despatched as above. This steamer was built expressly for the Eastern trade and has exceptionally good accommodation for Passengers. She carries a Surgeon.

Passage Money 1st Class, Rs. 500.

Exclusive of Wines, &c., which may be had on board.

Apply for Passage to

GRINDLAY, GROOM & Co.,
MACKINLAY, SIMPSON & Co., Agents.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE Peninsular and Oriental Company's Steamers will be despatched with H. M.'s Mails as follows:—

	Tons.	H.P.		
S.S. BARODA,	1,474	400	Dec.	14th to Suez, &c.
S.S. GWALIOR,	2,725	450	„	21st to Southampton.
S.S. NIZAM,	2,725	450	„	28th to Suez, &c.
S.S. HYDASPES	2,984	450	Jan.	4th to Southampton.
S.S. KASHGAR,	2,609	450	„	11th to Suez, &c.
S.S. LOMBARDY,	2,723	450	„	18th to Southampton.

Passengers to Malta, Gibraltar, and Southampton are only booked once a fortnight, and the Steamers proceed direct via the Suez Canal.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but proceed by Rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M. precisely on the day of sailing.

GEORGE F. HENRY, Superintendent.

Bombay, 7th December 1874.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 15th Dec. 1874, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. TANJORE, (2,245 tons and 400 H. P.,) Captain E. J. Baker, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any Chest of opium, the officer's receipt for which is not delivered in the Company's Office before noon, on Saturday, the 12th Dec 1874.

GEORGE F. HENRY, Superintendent.

Bombay, 1st December 1874.

STEAM TO KING GEORGE'S SOUND, ADELAIDE MELBOURNE, AND SYDNEY.

On SATURDAY, the 12th Dec., at 3 P.M., from Mazagon.

THE Peninsular and Oriental Company's steam-ship PERA, 2,119 Tons, and 450 H. P., Captain R. Mervyn, will be despatched as above, calling at Galle.

For Freight or Passage apply to

GEORGE F. HENRY,
Superintendent.

3, Rampart Row, 7th December 1874.

LIVERPOOL VIA SUEZ CANAL.
(To leave on 27th December.)

THE splendid s. s. J. C. STEVENSON, 2,097 Tons, 1,300 H. P., effective, J. G. Bell, Commander, is well-known as of Green's line to Calcutta and has made some of the quickest passages between that Port and London. The Cabins have large Ports to upper and lower berths, and the accommodation and appointments of this Steamship are unequalled, making her the most desirable passenger ship of the season. She will carry a Surgeon and Stewardess.

Rates of passage, are—

1st Class to Suez	Rs. 300
Do. Malta	„ 400
Do. Liverpool	„ 500

exclusive of Wines and Liquors, which can be had on board.

For passage and further particulars, apply to

GRINDLAY, GROOM & Co.
W. NICOL & Co., Agents.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

FORTNIGHTLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.

The regular steamers leave TRIESTE on the 1st and 15th, and BOMBAY on the 6th and 20th of every month.

THE first-class Passenger Steamer POLLUCE, 2,700 Tons, 250 H. P., will be despatched from CARWAR for TRIESTE, on the 20th December.

The Steamer MEMFI, 2,680 Tons, 250 H.P., to leave BOMBAY for TRIESTE on the 5th January next, has good accommodation for a few Cabin Passengers at £40 to TRIESTE.

The First-class Passenger Steamer CASTORE, 2,700 Tons, 250 H.P., will be despatched from BOMBAY for TRIESTE, on the 20th January next, and has splendid accommodation for First and Second-class Passengers.

RATES OF PASSAGE-MONEY PER POLLUCE & CASTORE.

	1st Class.	2nd Class.	Deck.
To Trieste	£35 0	£25 0	£12-0
To Port Said	£35 6	£25 0	£14-6
To Suez	£32 8	£22 0	£13-7

No Cargo will be received on board after Sunset on the day previous to sailing.

For further particulars, and for Freight and Passage, apply to the Agency of the Austro-Hungarian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Agent.

28, Bombay Green, 7th Dec. 1874.

HARBOUR STEAM FERRIES.

STEAM FERRIES (under Contract with Government).—STEAM FERRY BOATS ply daily across the Harbour, calling at the undermentioned Bunders:—

Fares from Bombay to	Carnac.	Hog Island	Oaklwa.	Rowa or Rumaji.	Dhurumtur.	Thall.	Allieg.	Revdanda.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.
1st Class	2 0	2 0	3 0	2 0	3 0	2 8	3 0	4 0
2nd Class	0 8	0 12	0 12	0 12	1 0	1 0	1 4	1 8
3rd Class	0 4	0 6	0 6	0 8	0 8	0 8	0 8	0 8
Horses	3 0	4 0	4 0	3 0	5 0	2 8	3 0	5 0
Carriages	3 0	5 0	5 0	3 0	5 0	2 8	3 0	5 0
Bullocks	2 0	3 0	3 0	2 0	4 0	1 8	2 0	4 0
Dogs	0 3	0 4	0 4	0 3	0 4	0 2	0 3	0 4

CHILDREN under seven years half fare, under 2 years free.

PERSONAL LUGGAGE First Class 112 lbs., Second Class 56 lbs., and Third Class 28 lbs. free.

EXTRA LUGGAGE.—For each 10 lbs. or part of 10 lbs, one anna.

The Oalwa Ferry Boat leaves Bombay, Carnac Bunder, at 8 A.M. daily, and returning leaves Oalwa at 11 A.M.

The Dhurumtur Ferry Boat leaves Bombay, Carnac Bunder, at 9-30 A.M. daily, and returning leaves Dhurumtur at 1 P.M.

The Allieg Ferry Boat leaves Bombay, Carnac Bunder, at 2 P.M. daily, and returning leaves Revdanda at 5 A.M.

Passengers are required to obtain Tickets from the Bunder Clerks previous to their proceeding on board.

J. A. SHEPHERD.

No. 33, Meadow Street.

SURAT AND GOGO FERRY.

STEAM FERRY (under Contract with Government).—A STEAM FERRY BOAT plies every alternate day between SURAT and GOGO and *vice versa*, Sundays excepted.

Fares.		Fares.	
1st Class	Rs. 5 0	Horses	Rs. 4 0
2nd „	„ 3 0	Carriages	„ 4 0
3rd „	„ 1 8	Dogs	„ 0 6

CHILDREN under seven years half fare, and under 2 years free.

PERSONAL LUGGAGE First Class 112 lbs., Second Class 56 lbs., and Third Class 28 lbs. free.

EXTRA LUGGAGE.—For each 10 lbs. or part of 10 lbs., one anna.

The Steamer leaves Gogo every MONDAY, WEDNESDAY, and FRIDAY.

The Steamer leaves Surat every TUESDAY, THURSDAY, and SATURDAY.

The Steamer leaving Surat on SATURDAY proceeds to Bhownugur, and leaves that port for Surat on MONDAY morning.

Further particulars can be learnt on application to the undermentioned Agents:—

Mr. HOOSEIN MAHOMED, Gogo.
„ SYED COOTBOODEEN, Surat.

Or to the Undersigned at Bombay.

J. A. SHEPHERD.

No. 33, Meadow Street.

NOTICE.—CONSIGNEES per s.s. CANARA, are hereby informed of the ARRIVAL of the VESSEL and requested to TAKE DELIVERY at ONCE of their respective GOODS.

W. NICOL & Co., Agents.

Bombay, 7th December 1874.

SPECIAL SHORT ADVERTISEMENTS.

FOR SALE—A well-built English BROUGHAM and Australian HORSE, both in sound condition, at a moderate price. Apply to the *Gazette* Office, under letter "M. C."

SALES BY AUCTION.

DINSHAW HORMUSJEE & COMPANY, NO. 13, APOLLO STREET.

WEEKLY AUCTION SALE.

TO-MORROW, SATURDAY, the 12th instant, at 1 P.M., Messrs. DINSHAW HORMUSJEE and Co. will sell by Public Auction at their Room in Apollo Street, No. 13,

A quantity of grey and coloured piece goods, such as grey shirtings, T cloths, madapollams, jaconets, scarfs, chouies, chintz, &c.

A variety of sundries consisting of an invoice of perfumery, scented cakes of soaps, gilt mother-o'-pearl, ivory, and other fancy buttons, briar-wood pipes with ambermouth pieces, bubble bubbles, towels, socks and stockings, handkerchiefs, stationery, gentleman's saddles, spare white, blue, and green bordered table dessert and soup plates, wine and water tumblers, oil burners.

Blackwood carved furniture, comprising of pier tables, sideboard, partition screen, chiffonier, mahogany cupboard, clothes press, clock brackets, glass book cases, ice box, bathing tubs, punkas &c., &c.,

SALE OF ITALIAN MARBLE, &c.

Messrs. DINSHAW HORMUSJEE & Co. are instructed to sell by Public Auction on SATURDAY, the 19th instant, at 2 o'clock p.m., at their Room No. 13 Apollo Street, the following consignment of Marble from Italy, viz.:—

Tazze.
Vases.
Columns,
Slabs and Tiles.
Steps.
Balusters.

And a large bath 5 feet by 2 feet all of the best Sicilian marble. Many of the articles are eminently suitable for adorning Rajah's places, gardens and terraces.

FOR COMMISSION SALE.

The property of a gentleman left for England:—A Rosewood, Full-toned Cottage Piano by Flegel, made to order. Price Rs. 500

A pair of Bay Australian Horses, quiet and fast. Price Rs. 800. To be seen at 2 hours' previous notice.

DINSHAW HORMUSJEE & Co.

Bombay, 11th December 1874.

SALES BY AUCTION.

NUSSERWANJEE, CULLIANDAS & CO., 40, MEADOW STREET.

AUCTION SALE OF WATER TWIST.

TO-MORROW SATURDAY, the 12th instant, Messrs. NUSSERWANJEE CULLIANDAS and Co. will sell by Public Auction, at 3 o'clock P.M., at their Room, Meadow Street, No. 40; the following damaged Water Twist:—

On account of whom it may concern: ex steamer Emblehope: In Cake H. C and C below and 4 above No. 2450/2475 = 24 bales Water Twist No. 30 each bale 100 lbs.; more or less damaged by saltwater.

C. F. No. 13 = 1 case striped and checked Regattas containing 50 pieces 26 to 27 yards each piece; ex steamer Paranas.

A deposit of 25 per cent. will be taken at the time of sale.

NUSSERWANJEE, CULLIANDAS & Co.

Bombay, 11th December 1874.

CRAWFORD AND COMPANY, 2, MARINE STREET, BOMBAY.

BONAFIDE SALE of Handsome Household Plated Glass and Porcelainwares, a Semi-grand Mahogany Pianoforte, by Broadwood, &c., at No. 16 and 19, F, and O. Co.'s Dockyard Buildings, Mazagon.

THIS DAY, FRIDAY, the 11th inst., sale commencing at 1 P.M., Messrs. CRAWFORD & Co. will sell by Public Auction, at Nos. 16 and 19, P. & O. Co.'s Dockyard Buildings, the Household Furniture, respectively, belonging to Major Charles Low and Daniel Frazer, consisting of glassware, handsome dinner dessert and breakfast services, electro plated cruet stands, teapots, hotwater curry dishes, claret jugs, table cutlery, and handsomely carved blackwood furniture comprising conversation and reclining couches, drawing-room, dining-room, pier, washing and drawing tables, chiffon ers, sideboards, teapoys, chest of drawers, wardrobe, cloth and gown presses, single and double screens, arm, without arm, easy, rocking and folding chairs, mahogany table camphorwood chest of drawers, a solid mahogany semi-grand pianoforte, by John Broadwood and Son, meat safe, ice box, iron bedsteads, one and two light lustres, solar and kerosine oil lamps, pictures, clocks, flower vases, table ornaments, bath dispense and cook-room furniture and utensils, &c.

The above is now on view.

USUAL AUCTION SALE.

On MONDAY next, the 14th inst., at 2 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction at their Rooms.

10 Bales Grey Shirtings.
5 Cases Dhoties.
7 Red Cambrics 28 yards.
A Grand Pianoforte by Broadwood.
A Cottage Do. by do.

On account and at the risk of Dhunjeebhoy Nowrojee.

13 Cases Polished Plate glass.
4 „ Sheet glass.
2 „ Silvered Plate glass.

A quantity of 2 and square and oblong marble slabs.

SALE OF CALINGAPATAM RICE.

On TUESDAY next, the 15th instant, at 2 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction at the Carnac Bunder Godowns, ex s.s. "Africa."

A and Co. 50 Bags Calingapatam Rice.
M and Co. 500 „ ditto.

FIRST CLASS STATIONERY AND FANCY GOODS will be sold by Public Auction by Messrs. CRAWFORD at their Rooms on FRIDAY next, the 18th instant, at 2 P.M., on account of the consignees, two Invoices of First Class Stationery and Sundry Goods, comprising note books, letter books, copying books, metallic books, account books, pass books, albums of various sizes and descriptions, purses, &c.

The above will be on view 2 days before the day of sale,

AUCTION SALE of valuable Machinery, Plants, and Stores of the Iron Foundry of Messrs. C. SULLIMAN and Co., at Mody Bay, Fort.

On TUESDAY, the 22nd instant, sale commencing at 1 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction at the Iron Foundry of Messrs. C. Sulliman and Co., at Mody Bay, Fort; the whole of the valuable machinery, plants and stores belonging to the said Foundry. Full particulars whereof will appear hereafter.

Catalogues with full particulars will be published and the above will be on view a week before the day of sale.

SALE OF SUPERIOR MOULMEIN TEAK SQUARES AND SCANTLINGS.

On SATURDAY, the 19th instant, at 3 P.M., Messrs. CRAWFORD & Co. will sell by Public Auction at the Tank Bunder.

20 tons superior Moulmain Teak Squares ex ship Glasgow, and on the premises of the Bombay Saw Mills Company, Limited, at Tank Bunder, a quantity of Teak scantlings of various sizes, and a quantity of Milltawn Timber in well assorted lots suitable for many varieties of works and in lots to suit the requirements of small as well as large purchasers.

CRAWFORD & Co.

Bombay, 11th December 1874.

NEW ADVERTISEMENTS.

TO BE LET, an airy BUNGALOW called "BEAUFORT LODGE," situated on the Clare Road at Byculla.

Also,

An airy and commodious Upper-storied BUNGALOW called "MALABAR CASTLE," situated on Malabar Hill. Apply to

DAVID SASSOON & Co.

NOTICE is hereby given, that the ANNUAL EXHIBITION and AGRICULTURAL SHOW will be held at MAHEJEE FAIR, on the 8th February 1875, and following days.

Prospectus in English and Marathi can be had on application to the Undersigned.

W. RAMSAY,
Acting Collector and Magistrate of Khandeish.

NOTICE.—SEALED TENDERS are hereby invited for the FARMING of GANZA REVENUE in the Town and Island of Bombay for one year, from 1st January 1875.

Tenders will be received up to noon, on TUESDAY, the 15th instant at the Office of the undersigned.

Particulars will be obtained on application at the Commissioner's Office.

J. W. GRANT,
Acting Commissioner of Customs.

Bombay Office of Commissioner of Customs, and Opium, 10th December 1874.

NOTICE.—The Undermentioned BANKS will be CLOSED on FRIDAY, the 25th, and SATURDAY, WEDNESDAY, and THURSDAY, the 23rd, 30th, and 31st inst. and on FRIDAY, 1st proximo, on account of CHRISTMAS and NEW YEAR HOLIDAYS:—

For the Oriental Bank Corporation,
P. W. ROBERTSON, Acting Agent.

For the Chartered Mercantile Bank of I. L. and China,
D. FINLAYSON, Agent.

For the Chartered Bank of India, Australia, and China,
C. J. SHARP, Agent.

For the Comptoir D'Escompte de Paris,
M. LANDON, Manager.

For the National Bank of India, Limited,
Wm. A. BAKER, Manager.

For the Agra Bank, Limited,
W. BLACKHALL, Manager.

For the Hongkong and Shanghai Banking Corporation,
G. E. NOBLE, Agent.

Bombay, 10th December 1874.

ALL PERSONS having CLAIMS against or are indebted to the ESTATE of the late Doctor ALEXANDER VALENTINE WARD, Bombay Medical Establishment, are requested to forward the former to the Undersigned, within one month from this date, and pay any monies due at once to

TORIN THATCHER, Colonel,
President, Committee of Adjustment.

Bombay, 9th December 1874.

INDIA WATER.

AN INFALLIBLE AND NEW REMEDY FOR INDIAN RING WORM, ITCHES, &c.

THIS preparation is made of pure vegetables, and is not likely to cause irritation to any delicate part of the body.

PER BOTTLE, ANNAS 4.

M. B. MADON & CO.,
WHOLESALE AND RETAIL DRUGGISTS & CHEMISTS, BOMBAY.

AUCTION SALE OF VALUABLE LANDED PROPERTIES.—On MONDAY the 21st and TUESDAY the 22nd instant, in the lots and at the respective times and places hereinafter respectively mentioned, Messrs. Dossabhoy Framjee Cursetjee will submit to Public Auction by order of the Mortgagee and on account and at the risk of DAVIDDASS PURSHOTTAMDASS, surviving Executor of the last Will and Testament of PURSHOTTAMDASS FRANJEEVUNDASS deceased, and subject to Conditions of sale which will be produced at the sale, the following Landed Properties:—

LOT No. 1.

On the premises on MONDAY the 21st instant at 4 P.M. All those four adjoining messuages, tenements, ranges, or Chawls, with the yard or compound belonging thereto, standing on, attendance ground, situate without the Fort walls of Bombay, on the west side of the Syed Abdool Ramon's Street and on the north side of the Musjid Bunder, Cross Road, in the suburbs of Mandvee, containing by admeasurement one thousand one hundred and seventy-nine and two ninths square yards, or thereabouts, and measuring from east to west one hundred and thirty-six feet or thereabouts, and from north to south seventy-eight feet or thereabouts, and bounded as follows, that is to say, on or towards the east by Syed Abdool Rahmon Street, aforesaid, on the west by a Gully, on or towards the north by a Public road leading from Moombadaviee Temple to Musjid Bunder, and on or towards the south by the Dwelling house of Jam etjee Jeejeebhoy, and all which said premises are assessed by the Collector of Assessment under No. 47, 14 and 45.

LOT No. 2.

On the premises on MONDAY the 21st instant, immediately after the sale of Lot 1, and as near to 5 P.M. as possible, all that one and vided moiety or equal half part or share of, and in all that piece or parcel of ground together with the messuages or tenements, erected thereon, situate without the Fort walls of Bombay, on the west side of Shaik Memon Street, in the suburb district of Mandvee, assessed by the Collector of Land Revenue under No. 1087, and No. 1530, and No. 1012/2, and assessed under No. 1 and 2, and containing by admeasurement six hundred and eighty-three square yards, and two-ninths of a square yard, and bounded as follows, that is to say, on or towards the east by the Shaik Memon Street, on or towards the west by a messuage or tenement belonging to one Aya Essoop Dawood, on or towards the north by a public road called Lohar Chawl street, and on or towards the south by a public road.

LOT No. 3.

On the premises on TUESDAY the 22nd instant at 4 P.M., all that piece or parcel of land or (cart being one moiety or half part of a large cart formerly belonging to Sonajee Eduljee deceased) with the messuages tenements or Bungaiows out-houses and premises standing thereon and together with the covenant and other trees growing thereon and situate on the north side of the Girgaum Back Road and on the south side of the Khetwady New Road in the sub-district of Boodeleshwar, in the Island of Bombay containing by admeasurement twenty two thousand nine hundred and six square yards and bounded on the north partly by the Khetwady New Road aforesaid and partly by the property Lot 4, on the south by the Girgaum back road, on the east partly by Lot 4, partly by the property of Trimbuck Raghoba Vittaleett and partly by the cart of Bhugvirbehae and Ebevrabae, and on the west by the property of Nusserwanjee Shapoorje, which said premises are assessed by the Collector of Assessment under Nos. 177, 178, 179 and are registered in the books of the Collector of Land Revenue under No. 30, 301, 54, 304 and 720.

LOT No. 4.

On the premises on TUESDAY the 22nd instant immediately after the sale of Lot. 3, and as near to 5 P.M. as possible.

All that piece or parcel of land or ground, with the messuages, tenements or buildings standing thereon, situate at New Town on south side of the Khetwadiy New Road, in the sub-district of Bhooleshwar, in the Island of Bombay, containing by admeasurement six thousand eight hundred and seventy square yards, or thereabouts, and bounded on the east by the property of Muncherjee Cursetjee, on the west by Lot 3, on the north by the Khetwaddy New Road, aforesaid, and on the south partly by Lot 3, and partly by the property of Trimbuck Bagoba, which premises are registered in the books of the Collector of Land Revenue under No. 795.

For further particulars apply to MESSRS CRAIGIE, LYNCH & OWEN, Solicitors to the Mortgagee, Apollo Street.

TREACHER AND COMPANY, LIMITED.

WINE MERCHANTS.

CASH PRICE LIST.

SHERRIES.

	Per Dozen. Quarts.	Pints.
AMONTILLADO, superior, very old and choice	Rs. 36 0	...
AMONTILLADO, fine	32 0	...
OLOROSO, pale, soft, fine flavour	36 0	...
MANZANILLA, very dry and pale	30 0	...
GOLDEN, a rich nutty-flavoured Dessert Wine	28 0	...
OLD DRY, very superior, soft and dry	28 0	...
VINO DE PASTO, a good generous Dinner Wine	25 0	...
PALE DINNER, an excellent light Wine for general use	22 0	...
YELLOW SEAL, pale and light	18 0	...
MARSALA	16 0	...
MADEIRA, E. Indies, selected, old and very fine	32 0	...

PORTS.

SUPERIOR OLD, tawny, with fine bouquet and character	32	0	17 0
FINE OLD, possessing good body and flavour	27	0	15 0
WHITE SEAL, rich and fruity	18	0	...

CHAMPAGNES.

F. GIESLER & Co.'s "for India" brand	42	0	23 0
PERRIER JOUET & Co.'s, Finest Dry	42	0	23 0
TREACHER & Co.'s, Finest Creaming	42	0	23 0
DRY SILLERY	36	0	19 0
FINE SPARKLING	30	0	...

CLARETS.

BORDEAUX } Excellent Cup or PETIT MEDOC } Breakfast Wines	9	8	...
	12	0	...
MEDOC, Superior	15	0	9 0
SAINT JULIEN, good Dinner Wine	20	0	...
CHATEAU LA-ROSE } Superior After CHATEAU MARGAUX } Dinner Wines	25	0	14 0
	30	0	16 0

SAUTERNES.

HAUT SAUTERNES, very rich and fine	30	0	...
SAUTERNES, delicate flavour	22	0	...
BARSAC, light Table Wine	18	0	...

BURGUNDIES.

CHAMBERTIN	28	0	15 0
POMMARD	24	0	13 0
MACON	22	0	12 0
BEAUNE	18	0	10 0
CHABLIS	16	0	...
RICH SPARKLING BURGUNDY, Red or White	36	0	20 0

HOCKS.

	Quarts.	Pints.
SUPERIOR SPARKLING	Rs. 32 0	18 0
FINEST SPARKLING EHRENBREITSTEIN	40 0	22 0
JOHANNISBERG (STILL)	40 0	..
LIEBFRAUMILCH „	36 0	19 0
RUDESHEIM „	30 0	16 0
NIERSTEIN „	25 0	13 8
HOCHHEIM „	24 0	13 0
STEINWEIN (GlassJugs) „	22 8	..
LAUBENHEIM „	16 0	9 0

MOSELLES.

FINE SPARKLING	Rs. 30	0	...
SUPERIOR SPARKLING	32	0	18 0
FINEST SPARKLING NONPAREIL	38	0	21 0
SCHARZBERG (STILL)	32	0	17 0
SUPERIOR MOSELLE „	27	0	14 8
MUSCATEL MOSELLE „	24	0	13 0
WINNIGEN „	20	0	10

SPIRITS.

COGNAC, Fine Old Pale, a choice matured Spirit	27	0	...
COGNAC, Old Pale	24	0	...
COGNAC, Pale	20	0	...
GIN, London Old Tom	16	0	...
HOLLANDS GENEVA, per case of 15 large flasks	24	0	...
Do. do. per case of 12 flasks	13	8	...
RUM, Finest Old Jamaica	20	0	...
WHISKEY, Irish	20	0	...
WHISKEY, Scotch	18	0	...

LIQUEURS.

CURACAO, Amsterdam, Orange or White	Rs. 40	0	21 0
MARASCHINO DI ZARA, (the finest)	40	0	21 0
CHERRY BRANDY, best Copenhagen

COMMERCIAL INTELLIGENCE.

THURSDAY EVENING, 10TH DECEMBER 1874.

REUTER reported the Liverpool Cotton Market yesterday as closing steadier, but the sales only reached 12,000 bales, prices were unaltered, and private messages so far from any improvement, advised continued depression, especially in Surats. This morning's market opened quiet but unchanged, probable sales 12,000 bales, imports, 17,000; "futures" in New York ⅛ lower. The American figures are as follows:—

	1874.	1873.	1872.
Wednesdays' receipts	26,000	28,000	18,000
" Exports to U. K.	9,000	4,000	—
Total rect. since 1st Sept.	1,562,000	1,289,000	1,364,000
" Exports to U. K.	509,000	405,000	375,000

Yesterday's general produce markets in London showed no change.

Consols this morning are still quoted at 92; French Rentes at 99; Bar Silver has receded again to 57¾d. per oz.

STERLING EXCHANGE this morning opened with an upward tendency especially in Bank Bills, sales of which were somewhat pressed, demand having been done at 1s. 10 11/32d. and 6 months' sight 1s. 10 27/32d.; but in the afternoon a quieter feeling set in, and at the close, rates are about the same as yesterday with perhaps more disposition amongst the banks to buy bills. We quote:—

Bank Bills on demand	1s. 10 3/16d.	per rupee
Do. 6 months' sight	1s. 10 13/16d.	"
Credits do.	1s. 10 15/16d.	"
Documents do.	1s. 11d.	"

On Calcutta, business has been done on demand at ¼ discount, but we do not hear of anything at 60 days' sight which is still nominally quoted at ⅛ to 11/16 discount. For GOVERNMENT PAPER there is really no inquiry whatever and we still call Fours Rs. 102½; Fours and a half Rs. 103¾; Fives and a half Rs. 109.

The SHARE Market continues weak, but values generally are unchanged except for Spinning and Weaving Companies which show a decline mostly of Rs. 10 to Rs. 20 per share.

In COTTON, business is still stopped by the comparatively high prices asked by sellers, quotations to-day, with the exception of New Oomrawuttee and Hingunghaut being the same as before the late decline in Liverpool. New G. F. Oomrawuttee ready is being offered to-day at Rs. 180 equivalent to about ½d. over its value in Liverpool "to arrive;" while Hingunghaut has declined to Rs. 202 without finding buyers, the quality being still very inferior, most of the lots offered so far in fact being below Good Fair. Old Dhollera has been kept up in price by the settlement of the Sutta bargains, but the quality of the stock now here is rapidly falling off, and dealers will require to make considerable concessions to get rid of it. New Ginned Broach continues at about the same level, but this may be accounted for by the firmness of this description in Liverpool, and the large quantity already contracted for in advance. Arrivals from up-country are increasing slowly, the quantity received during the past five days being 7,677 bales, but since the opening of the season, we are still behind last year.

FREIGHTS by ready steamers to-day have not been quite so firm, and £2-8-9 is now the current rate, but forward loading is unaltered.

In PIECE GOODS the business passing is most limited owing partly to holders showing less disposition to press sales, but mainly to the extremely limited demand.

BANKS.

No. of Shares	Nomi. value pah.	paid up.	Last divi. dend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,00	100	all	9 p.ct.	Agra Bank	91
22,000	1,000	all	12 p.ct.	Bank of Bengal	1,440
1,000	500	all	12p.ct.	Do of Bombay New ..	735
10,000	500	375	12p.ct.	Do 2nd Res. Issue	610
5,25)	1,000	all	8 p.ct.	Do of Madras ..	1,180
10,000	250	all	8 p.ct.	Chartered Mercantile Bk. of L. & China	200
[40,000	281	all	12 pct.	Hong. & Shanghai Bank	175
10,000	200	all	5 pct.	Chartered Bk. of I. & C.	175
1,000	250	125	5 p.ct.	National Bank of India	111
40,000	225	all	12 to	Oriental Bank	475

SPINNING AND WEAVING COMPANIES.

60	1,250	all	150	Alexandra Spinning	1,610
500	1,000	all	200	Alliance Spinning	3,240
800	2,000	all	...	Shownuggur M. & P. Co	2,000
100	1,000	all	200p.c	Bombay United	1,200
1,800	150	10 10*		Broach Mills	250
900	1,000	750	...	Colaba Spinning	1,050
2,500	100	all	100p.c	Dharamsey Spinning ...	1,040
1,500	1,250	all	125p.c	Fleming S. W. Co	1,205
1,500	1,000	all	115p.c	Great Eastern	1,545
700	1,000	all	...	Hindustan S. W. Co	1,225
710	1,000	all	115p.c	Jeevraj Balloo Mills ... p.	1,370
800	1,000	500	...	Khandesh Spinning	1,060
300	1,250	1,000	...	Madras Spinning	1,275
350	1,000	550	60p.c	Madras U. Spinning	1,150
1,700	1,000	all	...	Manockji Petit's	1,380
900	1,000	all	200p.c	Morarjee Spinning	1,345
4,000	625	all	340	Oriental	810
600	1,250	250	...	Prince of Wales Spinning	440
500	1,000	1,000	150p.c	Sonderdas Spinning	1,425
600	1,000	250	31p.c	Do. do. 1/4 share	410

* Per share for the half-year.

SHIPPING INTELLIGENCE.

THE SCHOONER GOOLANAR, 99 tons, Nacoda, sailed yesterday with a general cargo for Damaun.

THE HYAT MISSINGS, 41 tons, Nacoda, arrived in harbour yesterday from Damaun (December 7th) with a general cargo.

THE S S PHLOX, 141 tons, Captain W Pead, arrived in harbour yesterday from Coast and Goa (December 8th) with a general cargo, and one hundred and twenty bags of gunpowder.

THE S S JUDDIN, 904 tons, Captain E De Bar, arrived in harbour on the 9th instant from Jeddah (November 25th) via Aden with a general cargo and nine deck passengers. The vessel is consigned to Mr Shaik Mahomed A L Lutiff.

THE BARQUE JOHN N CUSHING, 789 tons, Captain B D Baxter, arrived in harbour yesterday from Moulmein (September 13th) via Colombo with a cargo of timber. The vessel is consigned to Messrs. Farnham and Co.

THE BISN CO'S S S KURRACHEE, 346 tons, Captain R G Scott, arrived in harbour yesterday from Kurrachee (December 7th), with a general cargo and the following passengers:—Brigadier General and Mrs. Kirby, two servants, and two Grooms, Mrs Manners, one European Private of the 68th Regt, one hundred and forty-eight bedl passengers.

THE DUKE OF BUCCLEUCH, Russell, from London 27th October arrived at Calcutta on Monday last with the following passengers:—Dr. and Mrs Penn, Dr Randle, Mr May, Mr. Short, Mr Dunbar, Mr Tidmarsh, Mrs Fitzjame, and 2 children, Miss A Hume Smith, Miss Collier, Miss Smith, Mrs Flyter, Mrs Stewart, Miss Reed, Mrs DeWar and 2 children, Mrs Stalkforth, 2 Miss Stevens, Miss Mears, Mrs Readsdale, Mrs Milne, Mr Hogg, Mr Caithness, Mr Cook, Mr Mackie, Mr Palmer and 1 syah.

ARRIVALS.

Dec.	Vessel.	Commander.	From.
9	Jeddah(s)	Bar	Jeddah, Nov 25.
10	John N. Cushing	Baxter	Moulmein, Sept 13.
	Kurrachee (s)	Scott	Kurrachee, Dec 7.
	Phlox (s)	Pead	Goa, Dec 8.
	Missinga	Nacoda	Damaun, Dec 7.

DEPARTURE.

Dec.	Vessel.	Commander.	Destination.
10	Goolanar	Nacoda	Damaun.

The following vessels were entered out for loading yesterday:—Steamer Peru, to Australia, &c. Steamer Phlox, to Coast & Carwar.

CALCUTTA.

ARRIVALS.

Dec.			
6	D. of Buccleuch (s)	Russell	London, Oct 27.
	Chyebassa (s)	Ballantine	London, Oct 24.
	City of Lahore	Greenhorn	Cardiff, Aug 25.
	Broomhall	Bate	Sunderland, Aug 8.
	Whittington	Ruthven	Liverpool, Aug
	Thessalus	Bennett	Glasgow, Sept 1.
	F. Nightingale	McIntyre	Newcastle, Sept 2.

DEPARTURES.

Dec.			
6	Arabia (s)		
	Berbhicka		
	Vancouver		

MADRAS.

ARRIVAL.

Dec.		
5	Asia (s)	Calcutta and N. Ports.

DAILY IMPORTS.—DECEMBER 10.

FROM LONDON.

South Tynes, 1 case 1d tom, Hormusjee Pestonjee's Sons.
Kingston, 103 cases 1d tom, Nusserwanjee Aspundirjee; 19 cases tar, Alnadin Baloo.
Strathclyde s, 1 package corks, Cutler, Palmer and Co; 50 cases geneva, Jemsetjee Nowrojee.
Salad s, 50 cases brandy, C Bonnevialle & Co.

DAILY EXPORTS.—DECEMBER 10.

FOR LIVERPOOL.

Ennerdale s, 2815 bales wool, Askurun Khungar.
Woodburn s, 106 bales cotton, Gokuldass Moolchund; 350 bales cotton, Halli Brothers; 190 bales cotton, Lalchand Ramdayal,
Strathclyde s, 250 cwts myrabollams, Nursey Khuttow; 67 bales wool, J F Jehonghurjee and Co; 76 bales cotton, Sewlall Subhoolall; 15 bales cotton, Boolchan Elzbhoolchan; 200 bales cotton, Greaves, Cotton and Co; 195 bales ditto, Lucmedas Damodar; 150 bales cotton, Nuthoo Goonderjee.
Emblehope s, 275 bundles myrabollams, and 10 bales wool, Rahemall Alloy Mahomed; 22 cases cotton, S L Mackaghten; 52 bales cotton, Morarjee Goculdass; 102 bales cotton, Finlay Scott & Co.
Gwalior s, 7 bags myrabollams, Jaitha Pursotum.

FOR LONDON.

Gwalior s, 190 cwts hoops, Hassum Noor Mamed; 200 bales cotton, Knoop and Co; 9⅜ cwts horns, Dawoodbhoy Hass n; 265 cwts gunnies, Abba Essa.
Coromandel s, 800 cwts horns, Hassum Noor Mamed.

FOR TRIESTE.

Baroda s, 400 bags pepper, P & O Co.

FOR VENICE.

Baroda s, 150 bales cotton, G Rigg and Co; 200 bales cotton, E. Spinner & Co,

FOR MARSEILLES.

Baroda s, 14 cases shawls, W Nicol & Co.
Bonnevale s, 300 cwts gingelly seed, Ba Ili Brothers.

HIGH COURT—11TH DECEMBER.

[Before the Hon. the ACTING CHIEF JUSTICE.]

For Consent Decree.

494-74 Hearn and Cleveland—Casubai v Withuldas Juggonath

LONG CAUSES.

447-72—Thacker and Chalk—Nanabhoy Sorabjee v Sooruphund Damersey Sujjan—Dallas, Lynch and Tobin.
725-73—Prescot and Winter—Cullianjee Mudoojee v Premchund Roychund—A. Framjee.
1-74—Hearn and Cleveland—Pallonjee Shapoorjee v Thomas White and others—Prescot and Winter—Part heard.
111-74—M B Barbhaya—Hajeebhoy Vully v Meherally Dama and others—Tyabjee and Sayani—Settled.
118-74—Mr I Ietcher—Mariambebee widow v Aminabebee widow.
134-74—Fletcher and Smith—Jehangeer Hormusjee v Allaruckia Sewjee—Hearn and Cleveland.
95-73—Jefferson and Payne—Thacker Waljee Oodhowjee v Thacker Hurjeevun Natha—P Cowasjee.
643-73—Shapoorjee and Thacurdas—Sittaram Hureedas Gandhy v Sha Jumnadas Vishnoodas.

[Before the Honorable Mr. JUSTICE BAYLEY and the Honourble Mr JUSTICE GREEN.]

Appeals for hearing and final disposal.

176-73—Rimington, Hore and Langley—Khuttao Ludha v Daya Jairaz—Hearn and Cleveland.
688-73—Fletcher and Smith—Hureedas Purshotam and another v Henry Gamble—Macfarlane and Skipsey.

[Before the Honourable the Acting CHIEF JUSTICE and the Hon'ble Mr. JUSTICE BAYLEY.]

Appeal for hearing and final disposal.

48 & 186-72—Crawford and Bowrey—Hormusjee Pestonjee Framjee v Ferdinand Fisher—Chalk and Turner.

MILITARY INTELLIGENCE.

ARRIVALS—DECEMBER 6.

Stewart, Captain, Bombay 22nd Regt N I, on sick leave, from Baroda.

DECEMBER 9.

Young, Major, Bombay 40th Foot, on duty, from Mhow.
Lloyd, Surg., Madras Army Med. Dept., on duty, from Bangalore.
Watling, Surg-Major, Bombay Army Med. Dept., on leave, from Poorundhur.
Berkeley, Lieut., Bengal 39th Regt., on duty, from Deolalee.

DEPARTURES—DECEMBER 8.

Mansell, Captain, Bengal 13th Hussars, to join, to Lucknow.

DECEMBER 10.

Leggatt, Lieut-Col., Madras 3rd Regt. P. N. I., to join, to Secunderabad.
Barlow, Lieut., Bengal 63rd Regt., to join, to Jhansi.
Robinson, Quarter Master, Bengal Royal Artillery, to join, to Meean Meer.
Johnstone, Dy. Surg. Genl., Ind. Med. Dept., on duty, to Surat.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.
Adjutant General's Office, Head Quarters,
Poona, 9th December 1874.

Under instructions from the Horse Guards, War Office, it is notified:—

Maj H M G Purvis, B Baty 9th Bgde has been promoted Lieut Col into the 12th Bgde R A, and is directed to proceed to Malta for duty; Capt H C Lowes, from the Supernumerary List has been promoted Maj into "B" Baty 9th Bgde R A, vice Purvis; Riding Master E Nugent has been transferred from the 9th to the 16th Bgde R A.

The C-in-Chief is pleased to make the following appointment on His Excellency's Personal Staff:—

Capt and Brev Maj Furse, Aide-de-Camp, to perform the duties of Interpreter, with effect from the 18th Nov.

With reference to G O C No 313 of the 16th May 1874, Sub-Lieut F E Grainger, 56th Foot, having been reported sick, will rejoin his Regt.

Sub-Lieut Grainger will travel by rail and steamer at the public expense.

The undermentioned officer has leave of absence:—

Staff Corps—Capt F T Humfrey, Qr Mr, 30th Regt N I, for one month, from date of departure, to Kurrachee, on medical certificate.

BOMBAY GOVERNMENT ORDERS.

(Bombay Government Gazette, December 10.)

MILITARY DEPARTMENT.

The services of Staff Vety Surgn F P Collins are temporarily placed at the disposal of the Govt of India, and that officer is directed to proceed to Umballa and report himself to the Adjt Genl.

Capt C S Pratt, B I S C, is allowed to proceed to Europe, on medical certificate, in anticipation of the furlough which will be granted to him by the Govt of his own Presidency.

The Command of the Fortress of Asseerghur will in future be held under the orders of the General Officer Commanding the Mhow Division of the Army.

The services of Lieut W Coles are replaced at the disposal of H E the Comdr-in-Chief.

The undermentioned Officer is allowed furlough to Europe for one year, on medical certificate.

Capt A F St. wart, Boy S C.

Col J Thacker, Bo S C, is appointed Supt of Army Clothing from the date of the retirement of Col W E Macleod, viz, 31st Dec 1874.

Capt A F Marshall, 63th Foot, Offg Depy Asst Qr-Mr Genl, to be a Depy Asst Qr Mr Genl on the Establishment, vice Capt Heyshe, 49th Foot, who vacates on proceeding to England with his Regiment.

The following appointment is made on the Perst Staff of H E the Governor:—

Capt K R B Wodehouse, H M's 62nd Regt, to be an Aide-de-Camp from the 8th Dec 1874, v ce Capt J P E Jervoise, 3rd King's Own Hussars, who resigns.

The undermentioned Officer is admitted to the Bombay Staff Corps, with effect from the date specified, subject to the confirmation of the Rt Hon the Secy of State for India:—

Lieut Edward Vernon Poshall Monteith, of the 5th Lancers, Second Squad Subn, 3rd Sind Horse, 13th Nov 1873.

MARINE DEPARTMENT.

The following arrangements are sanctioned:—

Mr E L Prayce, Third Officer of the Dalhousie, Superintendency on board the Malka-e-Jehan is Ordinary, to rejoin his own vessel from the 23rd Nov 1874.

Mr J H Dunn, Second Officer of the Dalhousie, Actg First Officer of the May Frere, to rej in that Dalhousie, from the 25th Nov 1874.

Mr G W Hill, Second Officer of the Surveying Schooner Constance, Actg Second Officer of the Dalhousie, to rejoin the Constance from the 25th Nov 1874.

The unexpired portion of the sick leave (16 days) granted to Capt G T Robinson, late I N, Supt of Marine and Resident Transport Officer, is cancelled.

Lieutenants J Brabner, late I N, and H Morland, late I N, respectively delivered over and received charge of the Offices of Agent for Transports and Asst Resident Transport Officer on the 26th Nov last.

JUDICIAL DEPARTMENT.

The Hon the Govr in Council is pleased to accept the resignation by the Hon Mr Justice Maxwell of his appointment of the Judge of H M's High Court of Judicature, Bombay, from the 7th December 1874, after office hours

The Hon Mr Justice Green, Judge of H M's High Court of Judicature at Bombay, having resumed charge of his duties on the 19th ultimo, the unexpired portion of the 12 months' leave granted to him is cancelled.

POLITICAL DEPARTMENT.

H E the Govr in Council is pleased to appoint Mr P S Fitz Gerald, Asst Supt, Poona and Nasik Survey, to act as Fourth Asst to the Political Agent, Kattywar, until further orders.

Capt W F Waller, V C, and Lieut W B Ferris respectively delivered over and received charge of the Office of Second-in-Command, Kolhapur Infantry, on the 23rd ultimo.

The following acting arrangements under the Kattywar Agency are to have effect from 11th July 1874:—

Mr J Crowley as Fourth Asst Political Agent.
Mr Keshowrao Bhaskerjee as First Depy Asst Political Agent.
Mr Dhunjishaw Hormusjee as Second Depy Asst Political Agent.
Mr Jagannath Isharam, as Third Depy Asst Political Agent.
Mr Wamenrao Balkrishna, as Fourth Depy Asst Political Agent
Col W C Parr, Political Agent, Kutch, has been allowed 16 days' subsidiary leave with effect from the 26th inst.
Lieut Col T M Baumgartner, Political Supt, Akalkot, has been allowed subsidiary leave for 30 days from 28th Nov 1874.
Capt K W West and Capt W F Waller, V C, respectively delivered over and received charge of the Office of Joint Administrator of the Sangli State on the 25th ultimo, after office hours.
Capt R G Mayne and Lieut J Grant respectively delivered over and received charge of the Offices of Supt, H M the Gaekwar's Dharee Bain, and Boundary Comr, Umeelly, on the 28th ultimo.

JUDICIAL DEPARTMENT

Lieut C J Dickson to act as Dist Supt of Police in the Panch Mahals District during the absence of Lieut Humfrey, or until further orders.

Lieut T E M Macpherson, Actg Asst Dist Supt of Police, Panch Mahals, to do duty under the Dist Supt of Police in the Poona District, until further orders.

Narayan Daji, Esquire, is appointed to the Sheriff of Bombay for the ensuing year, to be computed from the 20th Dec 1874.

Narayan Daji, Esquire, Sheriff of Bombay, appointed Supt of the Common Jail of Bombay from the 20th instant.

H E the Govr in Council is pleased to appoint Surgn Maj M M Mackenzie to act as a Justice of the Peace within and for the territories subject to the Govt of Bombay other than the Presidency Town of Bombay.

On the retirement by rotation of Mr J L Warden, Fourth Judge of the Court of Small Causes at Bombay, he will act as Third Judge during the absence of Rao Bahadoor Dalsukhrai Dunothker, or until further orders; and Mr Gunpatrao Bhasker, Actg Third Judge, will act as Fourth Judge of the said Court until further orders.

Rao Saheb Dadabai to be Second Class Subordinate Judge at Dholka, in the Ahmadabad District, vice Rao Saheb Chotamshai Golamram, deceased.

Rao Saheb Shivlal Nuthoobhai to be Second class, Third grade, Subordinate Judge at Balsar, in the Surat District, in succession to Rao Saheb Dajitrai Sampatrai.

Rao Saheb Choonilal Manecklal to be Second class, Third grade, Subordinate Judge at Ankleshwar, in the Surat District, in succession to Rao Saheb Shivlal Nuthoobhai.

Mr M B Baker to act as Judge and Session Judge at Ratnagri, during Mr R W Hunter's absence on privilege leave, or until further orders.

REVENUE DEPARTMENT.

Mr G H Johns to act as First Asst Colr of Poona until further orders.

Mr R McCallum is placed under the orders of the Colr of Dharwar.

Mr J R FitzGerald, Supy Asst Colr, Belgaum, is allowed privilege leave of absence for three months.

Mr C B Winchester to be Supy Asst to the Collr of Ratnagiri until further orders.

Mr E McCallum, C S, having returned to the Presidency on the 5th instant, the unexpired portion of the furlough for 18 months granted to him from 1st April 1871, and subsequently extended to 4 years, is cancelled.

PUBLIC WORKS DEPARTMENT.

Mr J H E Hart, M Inst, C E, received charge of the Office of the Supt, Kurrachee Harbour Works, from Maj W Manson, R E, on the 24th Nov 1874.

Capt W C Morris, Genl List, received charge of the Office of the Ex Engr, Kaladgi, from Maj P Phelps, R E, on the 25th Nov 1874.

NOTIFICATIONS BY THE REVENUE AND POLICE COMMISSIONER.

Mr H Woodward, Asst Collector, Khandesh, and Railway Magt Bhusawul, is allowed privilege leave of absence for one month from such date in the current month as he may avail himself of it.

Mr G Waddington, Mag first class, delivered over and Capt C Hay received charge of the Office of Dist Supt of Police, Dharwar, on the 19th instant.

MADRAS ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.
Head Quarters, Madras, 3rd December, 1874.

Lieut W L C Baddeley, R E, having arrived at Bombay from England on the 15th Nov 1874 for duty with the Madras Presidency is directed to do duty with the Sappers and Miners, and will proceed to Bangalore and report himself to the Comdt of that Corps.

The undermentioned individuals have passed the Lower Standard Examination in the Hindustani Language:—

Bellary, 2nd Nov 1874—Lieut L W B Sparrow, 68th Foot.
Thayetmyo, 21st Oct 1874—Pvte P Reilly, No 1383, 67th Foot; and Hospital Serjt W Ormiston, No 2178, 67th Foot.
Rangoon, 2nd Nov 1874—Staff Serjt Chooot and Sub-Condr W Anderson.
Kamptee, 2nd Nov 1874—Serjt B Francom, 44th Foot; Corpl R Figg, 44 h Foot; Pvte F Wheatley, 44th Foot; Pvte T Arbuckle, 44th Foot.

The undermentioned officer has leave of absence:—43rd Foot—Maj F A Smith v c, to England, for twelve months, from date of embarkation, on private affairs.

By the Officer Commanding British Burmah Division, appointing Col M Walker v c, H M's 45th Foot, to the comd of the Garrison of Rangoon, with effect from the 10th instant during the absence of Maj Genl Hamilton on a tour of inspection.

Leave of absence:—

43rd Foot—Sub Lieut W F C C Plowden, for one month, from 24th Nov 1874, or date of departure, Madras, sick cert ficate.

Staff Corps—Capt J Gedeon, 1st Wing Subn 12th N I, for one month from 4th Nov 1874, Madras, sick certificate, to app ar before a medical board preparatory to embarking on furlough to Europe.

Medical Dept—Surgn Maj J T Williams in Medical charge 1st Regt C C, f r one month from 24th Nov 1874 or date of departure preparatory to embarking on furlough to Europe.

Surgn H M Leckier, from late arrival to Hyderabad Subsidiary Force, d d under Staff Surgn, Secunderabad. By the most expeditious mode at the public expense.

Surgn H P Benson, from late to d d G n l Hospital, Mad as.

Lieut-Col J D C Wallace, 2nd in Comd 20th to Offg Comdt 20th N I, Lieut-Col H M Norris, Wing Officer to Offg 2nd in Comd, 20th N I, vice Triscott, s c Europe.

Lieut-C l G de la P Beresford, from Offg A A Genl Head Qua ters to genl duty, Bangalore, on relief by Lieut-Col Cl phave.

Maj F F R Bishop, from Offg W O 38th N I, to general duty, Trichinopoly, on relief by Lieut Col Gordon.

Maj H F Dakeyne, from Offg W O 32nd N I, to genl duty, Trichinopoly, on relief by Lieut-Col Salter.

Leave of absence:—

Staff Corps—Col C W Taylor doing general duty at Bangalore, in extension on leave on private affairs, until the 31st Dec 1874.

Staff Corps—Col F Young, C mdt 1st N I, for two months, from date of arrival of the 1st N I at Cocanada, Madras and Neilgherries, private affairs.

MR. A. MENIST respectfully announces the return of his Assistant, Mr. Betts, to Bombay. Mr. Betts is furnished with a complete assortment of

MENIST'S PERFECTED SPECTACLES, EYE-GLASSES, PRESERVERS, &c.

And during his present stay in Bombay may be consulted at his rooms, 103, 105, *Esplanade Hotel.*

NOTICE.

THE AIDE-DE-CAMP in WAITING is directed to notify that there will be a GARDEN PARTY at Government House, Parell, on FRIDAY the 11*th instant. Visitors will be received from* 5 *to* 7 *P.M.*

Government House, Parell,
7th December 1874.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES, THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

EUROPE.

DEATH.

CAMPBELL—December 6th, in London, Mr. John Campbell, Merchant, of Bombay. (By telegraph.)

BOMBAY.

DEATH.

O'FLAHERTY—December 8th, at Malabar Hill, Bombay, R. J. O'Flaherty, C.B., Surgeon-General.

OTHER PRESIDENCIES.

BIRTHS.

JENKINS—December 7th, at Allahabad, the wife of W. Jenkins, Foreman, Locomotive Department, East Indian Railway, of a son.

WILLIAMS—December 2nd, at Rawul Pindee, Punjab, the wife of Mr. F. P. Williams, Postal Department, of a daughter.

DEATH.

ANDREWS—December 4th, at Bangalore, Sarah, the widow of the late Mr. John Andrews, aged 41 years and 3 months.

All MONEY ORDERS, CHEQUES, and other Remittances, sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette.*"

The Bombay Gazette.

FRIDAY, DECEMBER 11, 1874.

IT will be remembered that a short time ago, when the proposal to construct docks in Elphinstone estate was prominently before the public, a number of natives presented a numerously signed memorial to the local Government urging that if Mr. Ormiston's scheme were carried out, the present free anchorage for native craft must be displaced by the new channel, and consequently great damage would be done not only to the owners but the trade of the port. The Bombay Government drew the attention of the Port Trustees to this serious matter, and after a time they reported that if the Elphinstone dock scheme were carried out, the native shipping would certainly be disturbed, but that accommodation could be found for it near Mazagon, and opposite the Malet Basin. But the Elphinstone channel would not only occupy the space at present enjoyed by the free shipping but also a portion near Mody Bay which is used by native shipping from foreign ports—dutiable shipping, it is called. The Trustees admitted that this dutiable shipping would also be disturbed, but said that it could be sent a little more to the eastward of its present anchorage. We understand that the Government of Bombay have issued a resolution disagreeing with the conclusions of the majority of the Trustees who wished to sacrifice the interests of the native shipping trade to their desire to see docks placed on the Elphinstone estate instead of in Mody Bay. Government disapprove of the free coasting trade being disturbed, and express the opinion that if the native shipping is to be disturbed at all, it will be better to remove the dutiable shipping site than the free shipping site, as the former is frequented by a comparatively small number of vessels, while the latter is used by an immense number of native craft. This resolution may be accepted as a further indication of the local Government's preference for Mody Bay as a site for docks, because it is quite clear that if the free native shipping must remain where it is, there can be no channel for docks on the Elphinstone estate—and therefore no docks, unless the supporters of the Elphinstone estate docks can devise a scheme which will not require any channel. But, however ingenious some of them undoubtedly are, this, we are afraid, would be a task quite beyond their abilities.

Notwithstanding this evident predilection of the Bombay Government for the Mody Bay site for docks, the friends of the Elphinstone estate site do not despair. Mr. Ormiston has had numerous interviews with Lord Salisbury, and has taken every opportunity of persuading that nobleman, notwithstanding the decided demonstation of common-sense which an influential portion of the mercantile community made a few months ago in favour of Mody Bay, that docks on the Elphinstone estate would be the best thing for the interests of this city; but, to do credit to the Secretary of State's astuteness, we believe that Mr. Ormiston has not yet been gratified with an expression of opinion from his Lordship one way or another. Of course Lord Salisbury sees that he ought not to be guided by the representations of any interested partisan whatever, and we believe that his decision on the matter will be guided by the report of Captain Bythesea, who has been appointed a sort of confidential adviser to the State in this and similar difficulties. Strange to say, we hear that Captain Bythesea does not think Bombay needs docks, and that all she requires is better facilities for landing cargoes; but that if she is to have docks, the scheme laid before him by a Mr. Johnstone would have the greatest approbation! This scheme would give docks from Apollo Bunder to the farther end of Mody Bay. To the making of dock schemes for this city there seems be no end. Mr. Russell Aitken has now entered the arena with a comprehensive scheme which we have been told vaguely embraces Hog Island, the harbour foreshore, and the Prongs Lighthouse. The Port Trustees received the plans a mail or two ago, but they did not think it necessary to do more than record reception. Mr. Ormiston has closely criticised this scheme of Mr. Russell Aitken's, and we understand that the engineer of the Port Trust and the late engineer of our Municipality have had an interview with Lord Salisbury, at which Mr. Ormiston had the pleasure of pointing out some singular misconceptions into which Mr. Aitken had apparently fallen with regard to the structure of the Elphinstone reclamations, Mr. Aitken apparently considering that these had no better than movable mud foundations.

IT is exceedingly refreshing in these days when an opinion is rapidly gaining ground that the Home Boards of our Indian Railways are mere useless institutions, costing India a large sum of money, to find that amongst the members there should be any taking such a lively interest in the general aspect of their working, as to take the trouble to compile statistics for general information. We have always had a high opinion of the Board of the B. B. and C. I. R., for they have generally shown a considerable desire to meet the wants of the public, and have never been backward in adopting the policy which should confer as much advantage on the people of Gujerat as possible, well knowing that the interests of the Railways and of the public are in this country almost identical. The Secretary of the Board, Mr. J. A. Baynes, in an exceedingly able memorandum has shown in a few figures how the British and Indian Railways compare for the two years 1872 and 1873. In fact, he has just hit upon the precise points on which we must all be glad to be enlightened. It is well known that several reforms were initiated in the working of the home Railways in 1873, amongst the most important of which was the introduction of 3rd class carriages by all trains. The great impetus which was given to the passenger traffic by this simple measure has resulted in two very important facts becoming clearly demonstrated. The figures which have been put forward by Mr. Baynes in such a clear and concise manner show first, that a vast accession of traffic has occurred on the lines; and, secondly, what may be a less interesting fact for the Shareholders, that there has been a still vaster expenditure to accommodate it; so much so, that notwithstanding the apparent prosperity, the average dividends have fallen off from £4 74 in 1872 to £4 59 in 1873. Now we do not pretend to be oracles, but to such as may have read some of our former articles, it may occur that what we have advanced from time to time may account for this very disheartening result. For ourselves, we experience some gratification in finding a perfect confirmation of all the views we have ever expressed on the subject in the figures Mr. Baynes has given us, and it does not seem an inappropriate moment to refer to some of them again. It is very much to be feared that a curtailment of the recent advantages afforded to the public may be made if a decrease in the dividends is to be the result. It would be a great misfortune if this should occur, and especially so if on investigation it should be shown that the decrease had resulted from a preventible cause. Mr. Baynes shows that there was an increase of 632,216 first class and 33,945,284 third, but a decrease of 2,132,134 second class passengers, over the traffic of the previous year (1872). The total increase of passengers was 7⅔ per cent., and the receipts 7 per cent., showing a slight reduction in the fare. Goods and minerals gave an increase of 9·66 per cent. Miscellaneous gave an increase of 7 per cent. The total increase was 8·4 per cent., while the increase in working expense amounted to 17! Mr. Baynes states that it is not difficult to account for these expenses in the increased price of coal, iron, and wages, and that additional wear and tear has occurred to the road and stock. The increase is shown to have occurred in the following proportions:—Maintenance 20·8 per cent.; Locomotive 28·1; Carriage and Wagon 11; Traffic 11·3; Miscellaneous 7·4. Now a general rise in prices of labour will on the whole affect all branches equally, yet we see that there is as great a difference in the percentages of increase given by Mr. Baynes as 28·1 and 7·4 per cents. It follows from this that the different rates of increase must be due to other causes, amongst which may be reckoned the additional wear and tear occasioned to the road and stock.

The principal causes can be traced to the overworking of the lines of rails, one of the causes too of the frequent accidents spreading desolation through so many homes. Mr. Baynes shows, that while only 268 miles of new lines were opened for traffic, the capital expended was £19,272,962, and this great disproportion clearly indicates a large expenditure on open lines, on additional rolling stock, and station accommodation. He, however, omits to give the mileage of double lines, but as the policy has not been to increase the number of lines but to overwork the existing ones, it is not likely that much of the capital has been spent in doubling, but, as Mr. Baynes states, in additional rolling-stock, &c. The increase in the capital is at the rate of 3·38 per cent. while the increase in the train mileage also is 3·6 per cent.

It is very evident that the extra expense of carriage on the Railways, besides being due to the increased prices, is also due to the increased traffic and that the great depression of dividends must inevitably occur from this cause till the extension of the works of Railways takes place in every direction equally. A Railway is to be looked on as a single machine made up of many parts, all of which should be proportioned to the traffic to be done in order that the least working expenses may be incurred, whereas it is now the policy to increase only the number of Engines, Vehicles, Stations, and Sidings, &c. leaving only the same number of lines of rails. Thus, what is saved thereby in the way of capital for doubling, is, to a large extent, wasted on Engines, &c., &c., and the working expenses are absolutely increased. There is a particular point when all the parts of a machine are exactly proportioned to one another, and when the greatest economy is being exercised it is impossible to depart from it without loss. It is certainly possible to do an increased quantity of work by additions to parts of a machine, but it will be attended with more expense than if the machine had been designed in the first instance for the larger quantity of work. It is very clear from this elementary principle that we are in England submitting to a great loss of dividends, much danger in travelling, and now to much danger of losing the great advantages from the recent impetus given to travelling from the expenditure of capital in the wrong direction, viz. on rolling stock and stations, &c., which ought to be spent on doubling and trebling the lines. If this fact can be clearly brought home, we are persuaded that a new era of Railways would commence in England. A vast expenditure of capital will be able to be incurred in bringing the railways into proper proportion of working parts, which will give a host of people employment, cheapen carriage, increase dividends, and banish accidents.

In confirmation of this view, the figures given by Mr. Baynes for Indian Railways may be quoted. The increase on Indian Railways shown in passenger receipts is 5·1 per cent., in goods and mineral 8·1 per cent., and the total increase is 6·2 per cent. The increased train mileage was 7·6 per cent. and the increase length of open line about 3·9 per cent., and the increase in the capital was about 2·6 per cent., all of which is very satisfactory. But in addition, to this, the expenses have only increased by 1·8 per cent. The process has been the reverse of that at home, and the percentage of working expense to receipts has been reduced from 54·60 in 1872 to 52·33 in 1873. The train mile rate was 4·46s. against 4·71s. While English Railways, therefore, are taxed considerably above their powers by any slight accession of traffic owing to insufficiency of the track provided, Indian Railways show a great gain by any such accession, the natural result of the work more nearly approximating the amount contemplated to be performed by the length of track laid down. The English Railways are as notoriously overworked as the Indian are underworked, and, as a necessary consequence, Indian Railway dividends must look up while English look down whenever traffic is brisk and *vice versa*. There can be no doubt but that the increased cost of carrying 7⅔ per cent. more passengers must be a serious consideration with the Railway Companies on their already overcrow

LATEST INTELLIGENCE.

CABUL AFFAIRS.

[SPECIAL TELEGRAM FOR THE "BOMBAY GAZETTE."]

LAHORE, 10TH DECEMBER.

[illegible] correspondent informs *Indian Public* [illegible] that when the Ameer confronted Yakub Khan on the 1st instant and asked him, why he had dared to correspond with Ayub Khan? Yakub passionately replied that he had arranged for the safety of Herat, before leaving, and that he defied the Ameer. Ayub Khan and Abdulla Jan are both prepared to resist the Ameer, and, it is rumoured, have asked assistance from Persia.

THE DUFFLA EXPEDITION.

[SPECIAL TELEGRAM FOR THE "BOMBAY GAZETTE."]

HURMUTTY VIA GOWHATTY, 9TH DECEMBER.

The road has been made practicable to the Dikrong river 27 miles from the mouth of the Dikrong. The force is collecting at Hurmutty [illegible] offers to guide our force against the raid[illegible] villages.

MINISTER OF PUBLIC WORKS.

[SPECIAL TELEGRAM FOR THE "BOMBAY GAZETTE."]

CALCUTTA, 10TH DECEMBER.

It is rumoured that the question of the appointment of a Public Works Minister was discussed in the Executive Council held to-day.

THE DURBHUNGA RAILWAY A PERMANENT CONSTRUCTION.

[SPECIAL TELEGRAM FOR THE "BOMBAY GAZETTE."]

CALCUTTA, 10TH DECEMBER.

The Durbhunga railway is to be permanently constructed. It is in contemplation to erect a memorial at Durbhunga to commemorate the Viceroy's late visit to that place.

HYDERABAD (MOUL ALI) MEETING.

[SPECIAL TELEGRAM FOR THE "BOMBAY GAZETTE."]

SECUNDRABAD, 10TH DECEMBER.

MOUL ALI STAKES.

Hushkooboosh	1
Bagaboo	2
Oh No	3

SOUTHERN INDIA HANDICAP.

Timbertop	1
Fenella	2
Putney	3

ARAB SELLING STAKES.

Akbar	1
Eldrum	2
Banting	3

PAPER HUNT.

STEEPLECHASE.

The Nailer	1

[REUTER'S TELEGRAMS.]

THE TRIAL OF COUNT ARNIM.

BERLIN, 9TH DECEMBER.

The trial of Count Arnim commenced to-day. The exceptions made as to the Jurisdiction of the Court having been overruled, the indictment was read, charging him with the embezzlement of State Documents during the time that he was German Ambassador at Paris. The examination of witnesses has commenced.

FRANCE.

PARIS, 9TH DECEMBER.

The idea of a partial renewal of the National Assembly is gaining ground among the moderate Deputies.

THE MAILS.

ADEN, 10TH DECEMBER.

The s.s. Nizam with outward Indian mails left for Bombay this afternoon at one o'clock.

The s.s. Peshin left for Galle and Calcutta at 5 p.m. to-day.

THE LIVERPOOL COTTON MARKET.

LONDON, 9TH DEC., AFT.

The Liverpool Cotton Market closed steadier. Surats dull.

The London Cotton Market has been dull.

Fair Dhollera, 6d.

3 per cent. Consols, for account..... 92.

5 do. French Rente, 1872 ..... 99.

Bar Silver 57 13/16

Arrivals.—Aztecs.

Departure for Bombay via Suez Canal.—Sunda and Ed-King.

SIR CHARLES STAVELEY, the *Englishman* says, is expected in Calcutta this week on a visit to the Viceroy.

THE Honourable Mr. Justice Marriott has resigned his appointment of Acting Judge of the High Court Bombay from the 7th instant.

THE appointment of Narayan Daji, Esq., as Sheriff of Bombay is announced in yesterday's *Government Gazette*. The appointment takes effect from the 20th instant.

CAPTAIN K. R. B. Wodehouse, H. M. 62nd Regiment is appointed Aide-de-Camp to His Excellency the Governor from the 8th instant in the room of Captain J. P. E. Jervoise, 3rd King's Own Hussars, who resigns.

NEWS has, the *Englishman* understands, been received by telegraph of the death of Sir Ranald Martin, K.C.B., Physician to the Secretary of State for India. Sir Ranald retired from the Bengal Medical Service in 1842 and would now be nearly eighty years old.

THE Government of India, in the Foreign Department, have the *Indian Daily News* says, sanctioned the presentation to Shaik Esan, Chief of Bahrein, of a set of new tents for the valuable assistance rendered by him to H. M. Steamer Nimble, on the occasion of her grounding off Bahrein harbour.

OUR readers may be interested to learn that the Mr. Alexander McEwen, whose failure in London for £200,000 has just been announced, is the man who came out here and established that pretty speculation the London, Bombay and Mediterranean Bank. Perhaps some of the "grateful" shareholders in that concern in Bombay might get up a subscription for poor McEwen in his hour of need.

A TELEGRAM, printed above, from our correspondent with the Duffla Expedition, tells us that Hasang has offered to conduct our force against the raiding villages. This is the Duffla prisoner who had been taken on from Tezpore, and whose proclivities for rum and tobacco have been already alluded to by our correspondent. It seems that, without his favourite stimulants, he is like a sealed book, but is inclined to communicativeness when kept well supplied with them.

WE learn that the ship Varona which went on shore some months since near False Point Divy has been successfully floated and conveyed into anchorage at Masulipatam. The underwriters, it seems, sent out some competent persons to endeavour to get the vessel off, and gave a contract to some one at Masulipatam for the job for an amount of Rs. 15,000. The Varona is a fine vessel, on her first voyage, and the underwriters are to be congratulated upon the success of their enterprise.

THE idea of opening a club at home both for ladies and gentlemen begins to assume a very practical shape. It is rumoured that the committee propose to take a house in one of the streets off Grosvenor-Square, and that the club will be actually in existence with the new year. Some people go so far as to say it is to be called the Grosvenor Club, and casuists are busy with the questions which will have to be settled. Examples are drawn from the sad experiences of archery and croquet clubs, and stories such as this are afloat:—A gentleman, who is very popular in society, was lately blackballed at a skatting-ground, and after some time it turned out that his wife, who was already a member, had persuaded a friend upon the committee to compass his exclusion. It is further stated that a simple-minded young lady who had been asked to join the new club inquired in modern English, "Is it a place where one can take their mother.?" The question unfortunately remains unanswered but we suspect a good deal of the success of the scheme will turn on whether the club is a place where a member "can take their mother,"

IF complete readiness for war is the best means of ensuring the continuance of peace, the tranquillity of Europe must have been effectually secured this year, in which large additions have been made to the forces of every European Power. The proposed legislation in reference to the German Landsturm will increase the military strength of Germany to an extent hardly yet realized, though the *Spener Gazette* estimates the increased force arising from a first call of the Landsturm at 300,000 men. The French army will, beginniug from this year, be increased within twelve years to 1,890,000, a force supplemented by a Landsturm organization not less extensive than that of Germany. Russia will in the same period muster a standing army of 750,000 men, and a reserve of 1,740,000. Austria has made so much progress in the development of her military resources that she could take the field with from 500,000 to 600,000 men. Italy could follow with 400,000 men, and Turkey with 200,000; while we have 500,000 men to defend our own soil, and could contribute from 70,000 to 80,000 men towards the prosecution of a European war.

THE following is a translation of a French document published by the Pondicherry Government:—"A large iron vessel abandoned at sea, and entirely deserted on account of her cargo of coals being on fire, was towed into the Pondicherry roads on the 22nd November last by Captain Hutcheson, Commander of the B. I. Steamer Assyria. This ship contains also crockery and cast iron vessels. She appears to be of about 1,500 to 1,800 tons. The deck is entirely burnt as also all the other wood work. Stumps of masts still exist, the mizzen mast has disappeared. The roofing of the deck and the higher parts are *goudols* (bent) by the action of the fire; the hull appears intact. On one of the cast iron capstans may be read the following inscription in relief "County of Perth" (Glasgow) No other trace of the ship's name is discoverable. The Commissaire de l'Inscription Maratime, to whom the wreck has been made over, and who, in conformity with the law, has taken charge of it, gives notice of this salvage to the public, so that the owners or those interested in the ship or in the cargo may take the necessary steps in due course."

A CONTEMPORARY, a short time since, was discussing the several armies of native States, with a view to show what a force might be brought to contend against our arms in the event of such a thing as unanimity prevailing among the several States. If these armies were all like that of Poodoocottah, a description of which from the correspondent of a Madras paper, we append, there would not be much cause for alarm. He says "the army here is composed of Infantry and Cavalry, and a few pieces of ordnance, which do good service in firing salutes in a desultory way on occasions of a Princess bathing, or of a member of a royal family shaving, &c. The Infantry consists of about forty or fifty men of all castes and ages, some of whom are so decrepit that they can hardly carry their rusty muskets. This corps is commanded by a captain who usually rides at the head of the army, dressed in full regimentals and a formidable cocked hat on particular occasions—one of which is the distribution of sugar—from street to street with drums beating and banners flying. The Cavalry is composed of about fifteen or twenty men, who in their uniforms and accoutrements represent the Light Cavalry of olden times in the British army, but the entire body of this troop has never yet been seen mounted. On occasions when His Excellency the Maharajah wishes to display more than usual pomp—as for instance when returning a visit of the Political Agent, or some other European visitors—five of the Cavalry men invested in a fanciful costume of green coats and red turbands, ride before him, with lances and banners, on which occasions they are called the Mysore Silladars. To complete this force—which, without any intention to joke, I might call the standing army—there is a Brigadier and a General in-chief of the army, who are both Brahmins and have nothing to do, except that, on occasions of the Political Agent's visit, the former goes in state pageantry, followed by the tag-rag and bob-tail of the Infantry and Cavalry, to invite him formally to the Rajah's Durbar."

THE CIVIL SERVICE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—In my last letter, I was obliged, in order not to trespass too much on your space, to stop when I had finished discussing the alleged "slothfulness" of the Competition-wallas; said to be produced by "overstudy." I have now to examine the theory that their principal stock of knowledge consists of "cram and Sanscrit roots." "Cram" I take to mean the acquirement of superficial knowledge for the mere purpose of passing an examination. I don't suppose any one would attempt to defend it. But its objectionable nature has been long patent to everybody; not alone to gentlemen who prefer selection; and the consequence is that the efforts of all persons concerned, except Mr. Scoones and his brethren, have been long directed to the object of keeping it down by all possible means. The most important step in this direction was the reform in the marking system, introduced in 1865, at the instance of the *Saturday Review*. Previous to that year, a candidate could take up any number of subjects, and if he got even a small number of marks in each, all they all counted. That was cram, if you like. Men used to have 8 or 10 subjects; it was impossible that they could really be well grounded in all. But the immediate effect of the new system was to bring to the head of the list men with 4 or 5 subjects only, but who knew them well, and from that day to this, if you examine the lists, you will find that most of the successful candidates have been examined in five subjects at the most, generally English, Greek, Latin, and a modern language or two; mathematics sometimes instead of Greek and Latin; (but boys of a competitive tendency and mathematical talent are apt to prefer Woolwich). Some take moral philosophy or natural science instead of modern languages. Now, it is perfectly obvious that boys of from 17 to 20 years old cannot be great pundits; and all you can expect to get is a class of youngsters, teachable, capable of considerable application, and fairly grounded in the set of subjects above described. Some of the original Competition wallas were scholars; but they were selected at a much more advanced age. Now, when the Government of India wants scholars, it simply goes into the universities with a very open hand, and gets them ready-made, and good too, as any one may see for himself. The candidates selected by this system are then put through two years of Indian History and Geography, Indian Law, General Jurisprudence, Political Economy, and best of all, a course of law reporting, from the Police and County Courts up to the highest tribunals of Appeal. They have also to pass in an Indian language. I suppose a better curriculum could hardly be imagined. The fault is that no assistance is given to the probationers in their studies, and that the examinations come too often, twice a year. The practice of examining in prescribed text-books is also as regards languages productive of "cram;" and the examiners in them are hard to find, and often but middling when you've got them, which tends the same way. But that any young man could impose upon Professor Rogers by a "crude and undigested" mass of Political Economy, or on Mr. Cowell by a mere superficial knowledge of Indian History and Geography, is a theory which requires to be supported by considerable proof. Similarly, how could a young man be better taught to turn his knowledge of law to practical use than by having his reports of proceedings in all possible courts, and his remarks upon them, deliberately reviewed by a practising barrister? As a matter of fact, it doesn't require any very brilliant genius or deep accomplishments to get through the whole business. What is required is a fair general education, acquired at a rather early age, and combined with considerable application and steadiness, and this, I submit, you do get. As you say, "it is admitted upon all hands that the Competition-wallas do their work well." I don't see what more Government and the Indian or English nation can require of them, and am little disposed to trouble myself to attain an ideal standard of perfection to be fixed by Mr. Frederic Goldsmid. It is true, certainly, that a competitive education fails to make a man ready in using his whole stock of knowledge in "ornamentation," perhaps, too ready; but competition is only one of many influences which have the same effect in the present day, and of which the school of periodical literature founded by Macaulay and his contemporaries is perhaps the most powerful. But if a man can readily avail himself of his knowledge for the purpose of effect, it is at least to be presumed that we can bring it up as easily to the front for really useful purposes, supposing it to be of a mind in itself useful, and I think I have shown that the modern Competition-walla can hardly get to India without acquiring much that is so.

For the alleged want of *esprit de corps*, I can't say that I observe any want of it in the body of the service. But as men whose experience goes back much further than mine, yourself for instance, say that there was more in old days. I won't dispute the question. However I must point out that *esprit de corps* is so powerful a body as the Covenanted Civil Service might possibly become too strong, and if it even becomes stronger than *esprit de famille*, then God help the Uncovenanted. This matter, however, seems to me to affect the members of the service itself, rather than the public interest, which is the only ground I can fairly advance in your columns.

I have not myself observed the schism you speak of as existing between the Haileybury men and the Competition-wallas. There may, for aught I know, have been jealousies at first, but at present I can assure you that the relation between us, and the Haileybury men who are usually our official superiors and teachers, is one of legitimate succession, not of supercession, and that I never saw or heard of anything of the sort myself. The service is the same, though the Court of Directors (not, remember, the innovating Queen's Government) chose to alter the method of admission half a generation ago.

I should certainly like to know more of some of my fellow servants, and to remedy the defects in training that I have spoken of; and the remedy I have to propose is simply the Oriental College or Institute which I proposed two years ago in the columns of the *Statesman*, and Dr. Forbes Watson more recently before the Oriental Congress. The idea, however, has been floating about these 10 years at least. Mr. Goldsmid's proposed college, based apparently upon the principles which govern the relation of King's College School to King's College, London, stands condemned, I think, from the first, by its complete exclusion of the Public School and University men. There is good material, no doubt, to be found elsewhere, but no service will ever fairly represent the English nation to the people of India which is not largely recruited from those sources; and I regard this objection as conclusive, without entering into the question of working details. The existing universities are also, I fear, unsuited for the purpose, especially Oxford and Cambridge. "Nothing is so good," said the late Lord Lytton, "as a University education." Nothing is worse than a University without the education. To us, I fear, picked up young, straitened for time, and necessarily kept much to ourselves, it would be "a University without the education." Were Government to return to the old plan of admitting candidates up to the age of 22, it would be a different thing, but as things stand now we should leave the University before we had got rid of the idea so strong in many undergraduates, and not quite unknown amongst their elders that there is but one or at most two in the world. Add the difficulty of *practical* legal study at any of the Universities, except Dublin and Edinburgh (and every body knows that a neither of those would be chosen, although there is no real objection to either) and one is reluctantly obliged to give up the idea. The University of London is an examining body, which has, indeed, two excellent affiliated colleges, and much might be made of them, but is that what any one means when he talks of "availing ourselves of one of the Universities?" Not a bit of it. Anything like Cooper's Hill, out in the country, with all the defects of the Universities without their advantages, but an Oriental college in London would supply all that is wanted, and would moreover secure to the probationers the principal advantage they now enjoy, that of spending their training time in the centre of the intellectual and political life of England, with the fact brought home to them every day that they are not the only or most important part of the body politic, a very necessary thing to a young man about to be exposed in the mofussil to a set of influences tending exactly the other way.

The College should not be exclusively Civilian, but open for purposes of study to all Oriental scholars, and the sums now annually spent upon the costly and imperfect system of probation would go far to maintain what would thus be not only a school for our service, but a centre of oriental science and research. I must add however, that, use whatever means you please of selection and education, the quality of the recruits must necessarily fall off when it comes to be understood amongst the rising generation at home that they have to look forward to spending the first 12 or 15 years of their service as supernumerary assistant collectors on Rs. 500 a month, and this not upon any defined principle of policy, or in the interest of the people of India, but of youngsters whose capacity to dig must be taken on trust, though to beg they are by no means ashamed.

KESWAL.

INDO-BRITISH INSTITUTION.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—As there appears to be an impression that a change has occurred in the management of the Indo-British Institution, will you kindly allow me, through your columns, to explain that no such change, even if in contemplation, can or will be introduced without the consent of the subscribers. The religious instruction of the children, for which I alone am responsible, is strictly, as laid down in the rules, "according to the principles of the Church of England."—Yours obediently,

CHARLES GILDER.

Secretary, I. B. Institution, and Pastor of the Schools.

December 10th.

AGRA RACE MEETING, 1874.

(FROM OUR OWN CORRESPONDENT.)

STEWARDS.—H. G. Keene, Esq., C.S., Col. de Montmorency, 59th Regiment, Col. H Bent, P. A., Lieutenant-Colonel Pritchard, R.E., E. C. Thorp, Esq, Depy. Surg-General, W. Furnivall, Esq., and Dr. Willmot.

The first regular race meeting that has been held here for many years may fairly be said to have commenced most auspiciously. The attendance of ladies in the Grand Stand was certainly far short of what might have been expected in a large station like Agra, but the sporting community was well represented; also there was a large crowd on the course and a fair gathering of carriages. The lotteries the night before were not as well attended as they might have been, but this is easily accounted for by the large number of dinner parties that were taking place all over the station, the hosts omitting to adjourn with their guests to the rooms. Some of your sportsmen were on the ground, and were gladly welcomed. The racing, though wanting in close finishes, was such as may be pronounced good and interesting, and all was well over before dark, a consummation often missed upon the Indian turf. The public were indebted to Captain Hogg, Poona Horse, for kindly accepting the somewhat thankless office of Judge.

THE PONEY STAKES.

Rs. 100 added. Entrance Rs. 10—½ mile.

		st. lbs.
Mr Collin's.....	b ch p Vlacka	10 11 Brewty..... 1
Capt Grant's.....	br w p Quicksilver	10 4 Mr Elliot..... 2
Mr S's.....	g ch m Kitty	10 4 Donaldson ... 3
Mr Collin's	dk b p Grey Warrior...	9 5 Bowen 0

Vlacka got the best of a flying start, made all the running, and won easily by 2 lengths. Kitty a bad third.

Time—1 m.

THE AGRA DERBY.

Rs. 300 added. For all Arabs—1½ miles.

		st. lbs.
Capt R B's.....	g a h President.....	10 7 Donaldson ... 1
Capt Charles'	b a h Arab Chief	10 0 Owner 2

President made the running to the distance where Arab Chief came up and made an effort, but was unable to close with the grey who won easily by 3 lengths.

Time—3m. 23s.

TRIAL STAKES.

Rs. 300 added. For all horses—1½ miles.

		st. lbs.
The Confederacy's.	b w g R Y	9 11 Ir ing 1
Mr Collin's	b w g Marathon.....	10 11 Bowen 2
Capt R B's	b w m Jessie.....	10 4 Donaldson ... 3

R. Y. made the running from the start with Jessie next, Marathon lying off; ½ mile from home the latter drew up but could never quite close with R Y, who won a good race by a length.

Time—2m. 51¼s.

THE GALLOWAY PLATE.

Rs. 150 added. Weight for inches.

Entrance Rs. 10—1 mile.

		st. lbs.
Mr Collin's	b a g Zante.....	10 11 Bowen 1
Capt R B's	ch a g The Cob	10 7 Donaldson ... 2
Capt Charless's ...	b a g The Stoic	10 7 Major Stock. 3
Mr Baker's	g a g Sikunder	10 7 Capt. Grant... 4
Mr Rashford's.....	g w m Miss Marian.....	10 4 Irving 5
Mr Gordon's	b p The Chum	9 5 Mr B 0

After two or three attempts, all got off to a good start. Zante at once rushing to the front, was never headed and won easily by 2 lengths, Stoic 3rd, and Sikunder 4th.

THE AGRA MILITARY.

Rs. 200 added. For all horses the property of officers of the Agra Brigade. Entrance Rs 16, Gentlemen Riders—1½ mile.

		st. lbs.
Mr Alexander's...	b w g Disguise.....	11 11 Owner 1
Col De Montmorency's	g a h Shamrock.....	9 4 Major Stock. 2
Mr Irving's.....	g a h Sedan.....	9 7 Owner 3

Shamrock made the running to ½ mile of home when the Waler came up and finally won a good race by a length. Sedan beaten off.

Time—3m. 27s.

HYDRABAD (MOUL ALI) MEETING.

(FROM OUR OWN CORRESPONDENT.)

3RD DAY, TUESDAY, 8TH DEC.

ANOTHER day of very poor sport indeed, two walks over, and only one lottery. It is plain that the failure of the meeting cannot be attributed wholly to the break of the Madras Railway. Not a single horse entered from the Bombay side, and yet Hydrabad is now quite as convenient and get-at-able from Bombay and Poona as Rajcote, and other meetings which meet with support from stables on your side of India. Again, there are now only two local stables, in comparison with five or six in the old days. People, too, make it a favour to enter a horse, and will not look at a lottery if they have no horse in the race. Marquis is the only first class Arab here, and of course no one will run a second class horse against him. Putney is a good enough horse in his way, but for Jamsheed to walk over for the Arab Derby is as disgusting for the stewards as for the spectators, and a 'walk over means so much less per centage on lottery tickets, and leaves the fund very hard up for 'added money.' The Hyderabad Plate, 1½ mile over flights of hurdles, was thought a good thing for Idler, who carried weight as a winner in the monsoon meeting. His stable companion Eclipse is getting a bad name here, and his owner's luck seems to be deserting him, as Akbar too was easily beaten by Shah Allum at 1½ mile, though the latter had run the same distance already this morning. There was no lottery on the hurdle race, but Idler was made a very hot favourite in the Pari-Mutuel, Duddingstone being next in demand. The latter went off with a slight lead, followed by King Alfred, who gave a taste of his quality by knocking down the first hurdle, the others by galloping through the gap. Unlikely galloped off to stable after the first hurdle. At the second hurdle King Alfred led, followed by Duddingstone, and Eclipse. At the third hurdle Duddingstone's rider, who was then leading, took a pull on his horse, and let the King and Eclipse take the hurdle before him. The King swerved off the course, cannoned on to Eclipse, bringing him down, and thus left the race to Duddingstone and Idler, who both got over the two following obstacles well enough. Mr. Major now put on a tremendous spurt, and for some seconds the race seemed open enough, but on coming into the straight, it was Duddingstone's race, provided he could get safely over the last hurdle. He hit it very hard, and the hurdles were of the most flimsy kind, or he would have been down, and the result of the race might have been different. Idler was "flogging" all up the straight and Mr. Davidson won a well ridden race in a canter in 3-13. The pace was very fast, the course being 6 hurdles in 1½ mile and a distance.

		st. lb.
Mr Davidson's ...	b w g ...Duddingstone ((Declared 12 lb. extra.))	...10 11 Owner 1
Mr Major's.....	b w g ...Idler	11 4 Owner 2
Mr Major's.....	b w g ...Eclipse	10 11 Mr Watson..0
Mr Howard's	c w g ...Unlikely	10 11 Owner ...0
Mr H Ogilvie's.....	b w g ...King Alfred	10 11 Mr Farrell..0

THE RESIDENT'S PURSE.

Nawab Alum Ali Sahib's ..... b w g ...Putney..... ...W O

ARAB DERBY.

Nawab D N Jung's Bahadur's..... g a h ...Jamshed ....W O

SECOND RACE.—The Ameer-i-Kabeer's Cup.—A piece of plate value Rs. 1,000, presented by Nawab Ameer-i-Kabeer Sham-ul-Umma Bahadur, and a Handicap for all Arabs. 1½ mile.

		st. lb.
Mr Covey's..	b a h ...Shah Allum	9 3 Tyrell.....1
Nawab D N Jung's	g a h ...Jamshed	9 11 Williamson.2
Mr Pilgrim's	b a h ...Meteor	9 6 Hackney ...3

In a small lottery on this race Jamsheed sold for Rs. 310, Shah Allum for Rs. 220, and Meteor for Rs. 150, but in the Pari Mutuel Shah, Allum was made a very hot favourite, while Meteor, never a good second class horse, and known to be very 'dickey,' found scarcely any supporters. Shahallum went away with a slight lead of Jamsheed, Meteor last, but after passing the stand, the first two changed positions for a short distance, and did so again before entering the straight, by which time Meteor was quite out of the race, Shah Allum winning by 2 or 3 lengths. Time—3m. 4s.

A PONY RACE.—A Handicap, ½ mile heats without dismounting was got up to fill up the time and the following was the result:—

		st. lb.	Heat. 1 2 3
Nawab D N J Bahadur's.	c a p	Georgeen	
		Williamson 10 7	2 1 1
		(and won the race.)	
Mr Merry's.....	g c b p	Snider	
		Tyrnall 8 7	1 2 2
Mr H Ogilvie's	c c b p	Ginger	
	[catch weight]	Mr Lowe 6 4	3 3 1

Betting 11-7 on Georgeen who let Snider with the first heat, but won the second and third in a canter.

The morning's sport (?) concluded with a match between Shah Allum and Akbar for the

GALLOWAY PLATE.—Sweepstakes of Rs. 50 with Rs. 350 from the fund. For all galloways. Weight for age and inches. Winners 1 stone 5 lbs. more than one 10 lbs extra. 1½ mile.

		st. lb.
Mr Cove's.....	b a g .....Shah Allum.....	9 3 Tyrell 1
Mr Major's.....	b a g .....Akbar.....	9 13 Owner 2

Betting 5 to 4 on Akbar. Shah Allum led from start to finish and won in a walk. Akbar beaten off 200 yards from home.

On Thursday will be a Handicap, "Southern India," also Paper Hunt Steeplechase. Timbertop 9st. 10lbs., Fenella 9st., and Putney 8st. 8lb.

BOMBAY.

CRUELTY TO ANIMALS.—A buggy-wallah named Bapoo Rowjee, was fined Rs. 5 by Mr. Dosabhoy Framjee, at the Girgaum Police Court, yesterday, for cruelty to his horse.

THE CALIFORNIAN EVANGELIST.—Mr Taylor, the Californian Evangelist, returned to this station, from Madras, by the forenoon train yesterday. A few of his friends and followers met him on the platform.

REFUSING TO PAY LEGAL FARE.—Tookaram Narayen was yesterday charged before Mr. Dosabhoy Framjee, at the Girgaum Police Court, with refusing to pay the legal fare of a hack gharry. He was fined Rs. 5.

THEFT AT THE BYCULLA CLUB.—A watch, belonging to Mr. W. R. Carnac, was stolen from that gentleman's room, at the Byculla Club, on the night of the 8th instant. The theft has been reported to the Police.

FALL FROM A WINDOW.—A child, aged three years, accidentally fell out of a window on the second storey of a house in Coombarwarra street, on Wednesday, and sustained severe injuries. It was at once removed to the G. T. Hospital.

AN AGED MENDICANT.—Darwood Noorbhoy, a mendicant, alleged to be about 85 years of age, was removed by the Police, on Wednesday last, to the G. T. Hospital. The unfortunate man was found lying in Syed Abdool Raymon Street, in a very weak and exhausted state.

THEFT FROM A CHILD'S PERSON.—While a little boy, aged four years, was playing outside the door of his father's house, four silver bangles, valued at Rs. 8, were stolen from his person. The father, Dhondoo Govalee, who resides at Bunderwada gave information to the Police.

LOSS OF A PURSE.—Yesterday forenoon a respectable Hindu complained to the Police officer at the Railway station, that he had been robbed of his purse on the platform. The purse, which was in the complainant's pocket, contained three currency notes of a hundred Rupees each.

CHARGING A POLICEMAN WITH ASSAULT.—Mr. Vasuntrao Balmookund, a local pleader, applied to Mr. Nana Morojee yesterday for a summons against Mr. Inspector Austin, whom he charged with having assaulted him at the New Wady fair on Wednesday night. His Worship granted the application.

BREACH OF TRUST.—Yesterday, before Mr. Dosabhoy Framjee, at the Girgaum Police Court, a Mahomedan named Ismael Sumsoodeen, was charged with the above offence, the property entrusted to him being a piece of silk, valued at Rs. 5, and belonging to a woman named Ruckmee. The prisoner was convicted and sentenced to two months' rigorous imprisonment.

MORTUARY RETURNS.—The total number of deaths registered during the week ending Tuesday, the 8th December, was 340, being 14 more than in the preceeding week, 65 more than the total of the week ending 7th December 1873, and 20 more than the mean of the corresponding period in the previous five years. During the week, 279 births were reported in the different districts of the city.

STATEMENT OF SILVER BALANCE IN THE MINT.—Value of silver in the the Mint on the morning of the 30th November 1874, Rs. 46,16,372; add, silver received during the week, Rs. 68,105, deduct new coin paid during the week, Rs. 2,00,005; balance, Rs. 44,84,472. There are in addition 42,567 rupees' worth of Silver bullion belonging to private individuals deposited in the Mint vaults, and awaiting assay.

A CHARGE OF ASSAULT.—Hans Penalton, a seaman, who was discharged from the Prince Regent, charged Sherrat, the 2nd mate of the same vessel, with having assaulted him four months ago on board, and with a second assault a month ago. The defendant pleaded 'not guilty.' After putting a few questions to both parties, His Worship adjourned the case until Saturday to enable them to call their witnesses.

CHRISTMAS VACATION.—The High Court, on its Appellate Side will be closed from Thursday the 24th instant, to Friday the 8th of January 1875, both days inclusive. Applications in Criminal cases and applications of an urgent character in Civil cases will be received during the vacation. The Registrar's Office will be open daily from 11 A.M. till 1 P.M. during the vacation, except on Saturdays and close Holidays.

HIGH COURT DECREES.—In our report of the decrees passed in the High Court, published in Wednesday's paper, the name of the defendant in one case, the London, Bombay and Mediterranean Bank v Balcrushna Sazba, was incorrectly given. Mr. Balcrushna is a member of the firm of Bhicoo Sazba and Co., and had nothing to do with the suit. The name of the real defendant was Ramcrushna Sazba, a partner in the firm of Ramcrushna Sazba and Co., which failed some eight years ago.

DROWNED IN THE HARBOUR.—Captain Puddicombe, of the s.s. Rozario, when about proceeding to Calcutta on Tuesday last, missed one of his seaman named Thomas Greenfield, who seems to have disappeared suddenly, and the Captain could find him nowhere. On Wednesday, a body, supposed to be that of the missing seaman, was found floating in the Harbour near Cross Island. The clothing on the corpse was black and dirty with soot, as if the deceased were a fireman. In the trouser pockets of the deceased were a black handled clasp knife, double-bladed, and a copper key. A Coroner's inquest was held on the body, at Boree Bunder, on Wednesday evening; but, to enable the police to gather further information as to the identity of the deceased, the inquest was adjourned until Saturday next.

COLLINS' SECOND VISIT.—Collins, whose application to the Senior Magistrate we reported in our last issue, appeared again before Mr. Cooper yesterday forenoon, and renewed his application. He wished, he said, to be taken back as second officer or to be paid his wages that were due. His Worship said that he could do nothing for the applicant, and advised him to go on board and state his case to the Captain. Collins remarked that he had already done so, but that the Captain "would not do nothing for him." His Worship then advised him to go again to the American Consul.

Collins:—"He is a Consul for Captains but not for the men, Sir. I went to him yesterday and he told me to go to the Magistrate."

His Worship said that it was out of his power to render the applicant any assistance, and told him to go to the Consul.

Collins:—"Very well, Sir; but if he does nothing for me you will see me here again."

ATTEMPTED THEFT OF A VALUABLE EMERALD RING.—Mr. Ardaseer Merwanjee, residing at Nowrojee Hill, reported to the police on Wednesday forenoon, that whilst he was proceeding from his Bungalow to his Office, which is in the same compound, he lost a gold ring set with brilliants and a large emerald valued at Rs. 1,100; the ring was attached to complainant's watch chain from which it dropped off; the complainant believed that the ring had been picked up by some labourers who were working in the compound. Mr. Inspector Sweeney was sent for, and the labourers with others were arrested and searched, but no trace of the ring could be got, these men were sent back to their work again with a caution from the Police Officer. The Police then renewed their search in the compound, when after a short time the ring was pointed out by one of the labourers lying on the Office steps, a place that had been searched twice before. The ring was then made over to complainant by Mr. Inspector Sweeney.

INHUMAN CONDUCT OF A MARWARREE.—On Tuesday last, Major A. T. Spens, the Assistant Cantonment Magistrate, Poona, found a Marwarree named Godha Thakoor, money-lender, resident of the Poona Cantonment Bazaar, guilty of committing criminal trespass and using criminal force to one Syed Yethurree, an old infirm Mahomedan, blind of both eyes,—and sentenced to three months' rigorous imprisonment. It appears that a house belonging to Syed Yethurree was mortgaged to the accused, who attached the same to recover a certain amount of interest due on the bond, and caused the house to be sold through the Nazir. After the third day of the sale, the accused went into one of the rooms of the house where the poor unfortunate blind man was living, dragged him out forcibly by holding his arm and left him on the street; his bedding and chattels were thrown out at the same time, and the room rented to a Purdasee Dhobie. During the time the case was under investigation, the Assistant Cantonment Magistrate's Court was densely crowded by spectators who seemed highly delighted when the sentence was pronounced. Afterwards the Marwarree was made over in charge of the police to be escorted to the City Jail. A large number of people had gathered in the public streets to witness the escort of the convicted.—*Poona Observer.*

DEPARTURE OF THE TROOP-SHIP JUMNA.

H. M. S. TROOP-SHIP JUMNA, 4,173 tons, Captain W. E. Gordon, will sail to-day for England with 43 officers, 14 ladies and 12 children, 933 men, 112 women, and 245 children. The following is the list of officers:—

Col C Adams, C B, wife and 2 children, 49th Foot
Lieut-Col C FitzGerald, 49th Foot
Maj W W Corban, wife and child, 49th Foot
Capt A G Huyshe and wife, 49th F ot
Capt W J Gillespie, wife and child, 49th Foot
Capt F C Gavegan, wife and 2 children, 49th Foot
Capt F Wilmot and wife, 49th Foot
Capt J I Nason, 49th Foot
Capt H F Oakes, wife and child, 49th Foot
Capt C P Temple, 49th Foot
Lieut E B Thornton and wife, 49th Foot
Lieut W A Collings, 49th Foot
Lieut H T Smith, 49th Foot
Lieut E A L Des Barres, 49th Foot
Lieut A N Burns, 49th Foot
Lieut H E Haldane, 49th Foot
Lieut S L M Remington, 49th Foot
Lieut F F King, 49th Foot
Pay-Master Dring, 49th Foot
Adjt. Lt. St Clair Smith, wife and child, 49th Foot
Qr-Master D McCarney, and wife, 49th Foot
Surg Maj J J d'Altera, 49th Foot
Capt J M Urquhart, 108th Foot
Lieut S J Lea, and wife, 3rd Bombay
Capt H L Harnest, wife and child 98th Foot
Lieut F S Chapman, 1-21st Foot
Capt H B Hayward, wife, and two children, 45th Foot
Sub-Lieut Hon Thomas Lister, 4th R Rifle Bri
Major E Ward, 107th Foot
Lieut E B Standbridge, 5th B. L A.
Capt J G Smyth, 39th Foot
Lieut E H Berkeley, 39th Foot
Lieut C A Beaudeck, 2-60th Foot
Lieut J Wallace, 72nd Highlanders
Pay Master G R Noseley, Rifle Brigade
Surg-Maj C Rattray, I M D
Surg-Maj H Scott, and wife, I M D
Surg E H Lloyd, M B M D
Lieut H Gardiner, 2-1st R E
Lieut F S Allen, 38th Foot
Capt J G Greene, R A
Lieut N M Burt, E-A R H P.

ST. XAVIER'S COLLEGE.

THERE was a goodly attendance on Wednesday night at the annual entertainment given by the pupils of this institution, which was followed by a distribution of prizes to the successful students. The hall was prettily decorated with leaves and festoons, and the stage was got up with taste. The arrangements for the accommodation of the public could not be complained of; but much annoyance was felt by some present at the inconsiderate behaviour of certain people who *would* stand up, during any interesting part of the comedy, and thus prevent those behind them from seeing anything of the performance. It was distressing to hear the frequent request to 'sit down,' followed up by 'you are not transparent!' But with all this, and the continual requests of the Priests, there were some who persisted in making themselves unpleasant. The vocal and instrumental music was very good, although we should have preferred a few more treble voices for the choruses. The acting was exceedingly well gone through, some of the younger pupils who took part in the performance sustaining their *role* like any experienced amateur. The comedy selected was one translated from the French,

was then. Therefore while the signs of the times would show that every thing must be done cheaply, they are actually raising their rates. Of course I don't dispute the general principle that the consumer will eventually pay the cost of production, but it is equally true that, if on the average it does not pay the country will not grow the cotton. I think I have said enough now to make it clear that we have grievances, and very serious ones, and that we ought to better ourselves to get them removed. The resolutions have been printed and distributed, and therefore I do not think I need waste your time in reading them, but I have much pleasure in moving their adoption. (Applause.)

The following are the resolutions proposed by the Hon. gentleman :—

1

That, in the opinion of this meeting, steps should be taken to lay before Government and the Railway Companies the views of the mercantile community with respect to the carting arrangements of the Railway Companies and the excessively high terminal charges levied by the G. I. P. Railway; also to secure proper station accommodation for goods in Bombay.

2

That as the attention of Government has been recently directed to the railway carting arrangements in this Presidency, and as the G. I. P. Railway carting contract expires next month, the present time is particularly suitable for making known the opinions of the merchants on the subject.

3

That, while not disapproving of the employment of carting agencies on terms fair to the trade, this meeting is of opinion that merchants should always have the option of taking their own goods to or from the Stations, and that, when the carting agencies are not employed, no charge ought to be made for the benefit, or towards the maintenance of such agencies, inasmuch as the Railway Companies should provide station accommodation and receive and deliver goods at the stations in return for the terminal charges which they levy.

4

That the trade of Bombay has been unfairly burdened by the G. I. P. Railway Company during the last few years; for although the Company has from time to time succeeded in reducing greatly the rates paid to its Carting Contractor (the rates now paid being less than half of what they were in 1870) yet the charges to the public for carting (the payment of which is, in the case of cotton, still compulsory whether the consignees wish to have the cotton carted or not) have not been lowered at all. That the imposition by the G. I. P. Railway Company, for its own benefit, of such a heavy tax on the trade is, in the opinion of this meeting, a mistaken policy tending to injure not only the interests of Bombay as a mercantile city and seaport, but also those of the Railway Company, inasmuch as vexatious and heavy imposts will undoubtedly help still further to curtail the trade of the port.

5

That as "terminals" are charged on all goods arriving in Bombay, the Companies are in justice bound to provide cranes and other proper accommodation for the unloading of the wagons, the storage of goods, and the loading of carts, so that the heavy losses now incurred, particularly by cotton merchants, through the complete absence of such accommodation, may be avoided in future.

6

That the following gentlemen be requested to act in concert with the committee of the Chamber of Commerce, as a special committee, to make representations in the proper quarter and to take generally on behalf of this meeting whatever steps they may deem desirable with the view of obtaining a remedy for the grievances complained of and securing for the mercantile community fair treatment at the hands of the Railway Companies :—The Hon. J. K. Bythell, Nanabhoy Byramjee Jeejeebhoy, Vizbhoocundas Atmaram, Khutao Muconjee, and Sorabjee Shapurjee Bengalee, Esqrs.

Mr. Vizbhoocundas Atmaram, in seconding the resolutions, said :—Gentlemen,—The object of the resolutions just proposed, is to make briefly that the mercantile community of this city think this to be the fair and proper time to represent their views to Government with regard to two subjects. First—The grievances to which they are subjected by the interposition of a Carting Agent between themselves and the Railway Companies, who act as common carriers in bringing their goods down from up-country stations. And, secondly, the unequal return for the payment which they are compelled to make to the Railway Companies, in the shape or under the name of "Terminal charges ;" and I submit that if a fair case be made out by us on these points, it would require no arguments to convince you that the proper time to take action in the matter is the present moment when Government itself has taken up the subject under consideration. I therefore propose to discuss first the position of the Carting Agent, as regards the Railway Companies on the one hand, and the merchants on the other; and, secondly, the heavy Terminal Charges. What they are? and for what purpose they are levied? The position of a carting agent is that of a middleman between the Railway Companies and the merchants. It has been said by the Railway authorities that the institution of Carting Agency has been a great boon to the Railway Companies inasmuch as it has enabled them to shelve off certain duties and responsibilities attaching to their position as common carriers. But they, at the same time seem to forget, that by the imposition of heavy charges on trade they drive away their traffic to some other channel and thus lose what otherwise could have come to their hands. There may be certain advantages to the Railway Companies and it is therefore natural for them to support this Agency. The Carting Agent, though he occupies the position of a middle man, is entirely an Agent of the company, who insist on the merchants paying their own Agent, on the most unfair terms. It may be stated on the other side that the merchants do not pay this Agent for doing nothing, they pay him for the work and labour done by him. It is true that the Carting Agent is not paid for doing nothing, but it must be borne in mind that the Railway Companies compel us to pay rates enormously in excess of what they pay to their Carting Agent and what we could do the work for ourselves. We have no objection to the employment of these agencies, provided that the terms on which they are employed, and which we have to pay, are fair and equitable to all branches of Trade; but what we object to is, that the carting charges should be made a burden on the Trade, and a great source of profit at our expense to the Railway Companies. The legitimate duties of Railway Companies, consist in their safely and securely carrying goods from one station to another; their function ceases on giving delivery of the goods carried by them at their station at the place of destination. But the Railway Companies in this city have undertaken the extra responsibility of delivering the goods at the place of business of the consignee thereof. For this purpose they have employed an agent whom merchants are forced to pay whether they wish or no. This is no doubt very unfair, and I feel sure that every one here will agree that unless the Railway Companies offer to merchants the services of their Carting Agent on fair terms, they (the merchants) ought not in justice, be compelled to avail themselves of his services or in default to pay something like a fine for not employing an agent whom they never agreed to employ. Having thus stated what I consider should be the position of the Carting agent as regards the Railway Companies and the merchants, I will say a few words in reference to the charges and the carting arrangements of the B. B. & C. I. Railway. You are aware, gentlemen, I am quite sure that the greater portion, nay, I should say three fourths of the traffic on this line consists of cotton. From the half yearly returns of traffic, ending 30th June 1874 issued by the authorities of this Railway, you will observe that the total quantity of every description of goods received in Bombay is about 58,500 tons, of which about 4 to 5,000 tons consist of Firewood and other sundry goods booked only from stations to station, that is to say, without the Carting being done by the Railway Company) so that deducting this from the above amount there remain about 54,000 tons; of these 54,000 tons, over 42,000 tons are cotton. All this cotton arrives at the Colaba terminus of the Company from whence it is carted a distance of scarcely half a mile, and a good deal of it is delivered only a few yards from the said terminus. Now the actual charge of carting a ton of cotton from the Colaba terminus to the Cotton Green does not exceed 5 annas per ton, but allowing for maintenance of the Carting Agent's staff and a fair profit, I put it down at 7 annas per ton, whereas the Carting Agent at present is paid 12 annas per ton; and if any merchant declines to avail himself of the services of this Agent, he is, with an appearance of justice, allowed to cart his own goods, but he does not receive from the Company the full or even the approximate amount of the Carting Agent's charges of annas 12 per ton. Until the Government of India in March last took up the matter, the Company allowed only annas 4 and pies 6 per ton as drawback or rebate, keeping the balance of 7 annas and 6 pies as a profit to themselves, to which they are not entitled, and I say the rebate has been purposely kept at this low figure in order to compel merchants to submit to the exorbitant charges of the Carting contractor. That this small rebate was unjust and unfair to the merchants, seems clear from the readiness with which the Agent of the Company, on a gentle hint from the Government of India, consented to raise it by 2 annas and 3 pies per ton (that is annas 6 and pies 9) on goods carted by the merchants from 1st July last. The entire drift of the arguments which have been advanced in support of this unjust system, is based on the convenience and accommodation of the Company. Is it, gentlemen, at all fair that the Company should try to secure this convenience at the expense of the cotton merchants? Is it, I ask, equitable that the cotton trade of this city should bear extra and unjust charges to facilitate the work, which falls to the lot of these Companies as common carriers? Is it, I say, politic that in order to perpetuate a system of monopoly, founded or adjusted on what has been called simplicity of rates and uniformity of charges, that an extensive and important branch of the trade of Bombay should be saddled with charges which cannot be justified at all. I feel confident that the reasons and arguments stated by me will not fail to carry conviction in your mind that the present carting arrangements are anything but fair, and I venture to state that in taking action in this matter we will as practical and businesslike may be only protecting our just and fair rights. I now proceed to the second point—namely, Terminal charges. Terminal charges, as has been understood by us, are charges allowed to be levied for work and labour performed by the Companies as regards loading and unloading of goods to and from the wagons, the use of sidings, &c. &c., and accommodations to be provided by the railway Companies for goods carried by them. These charges are in addition to the mileage charges of carrying the goods. Why these terminal charges which do not form any part of the carting charges are lumped together, is a mystery which one cannot understand. Up to this time we had no means of separating the one from the other, and hence we could not come to know whether these terminal charges are heavy or otherwise. It is owing to this mixing up of the two charges together that, although the two Companies have from time to time succeeded in reducing their carting contractor's rates the merchants are deprived of the just benefits of this gradual reduction of the rates. I say, therefore, that in future it will be to our advantage to have the two items of charges separately mentioned. Now that the terminal charges are made to provide station accommodations and to cover the cost of loading and unloading &c., &c. The question is, Do we get an adequate return of the charges? I have no doubt that the answer must be, No. Those who have seen on the railway stations the way in which their cotton bales are unloaded from wagons, and in the manner in which they are thrown near the sidings, cannot but feel that the railway Companies exact charges for which in fact they do but very little. The want of station accommodations and the necessary apparatus for loading and unloading bales of cotton and other merchandise so seriously affects the interests of merchants, and so often causes them much loss and expense that I feel sure this meeting will agree to take steps to induce the railway Companies to remove these complaints as soon as possible. (Applause.)

Mr. Lang said—Mr. Chairman and Gentlemen,—The step we are taking to-day is one in the right direction, and it is a pleasing sight to see so many native merchants coming forward to co-operate with the Chamber of Commerce in their endeavour to remove the burdens under which the trade of our port suffer. I trust that this is not the last occasion in which they will thus second our efforts. On looking, however, over the resolutions which are to be submitted to you, it strikes me that it is a pity that we confine ourselves strictly to the carting agency question. This, sir, after all is only one of many grievances under which we suffer, and I would propose that the Committee which is to be appointed, do carefully go through the various Notes of the G. I. P. Railway tariff, and after comparing them with the rates ruling on other Indian Railways, and on other railways in other countries, do place the matter carefully before Government. Take, for instance, the article of wheat; about two years ago the Chamber of Commerce petitioned the Viceroy when passing through Bombay, to remove the export duty, and His Excellency, in order to improve the trade of our port, granted our prayer; the result has been that the exports reached a most respectable figure. But, prices having fallen from the highest point in England, we now find ourselves unable to compete with other countries, and why? simply because the Railway Company charges such a prohibitive rate of freight that they strangle the trade. The result is that exports of the article to England during the past few months have quite ceased and the trade is one of the past. Look at the figure :—

Wheat costs at Jubbulpore.....	Rs. 1 12 0	per maund.
The Railway freight.....	0 14 0	,,
And Freight to Liverpool taking an average rate for the year is	1 0 6	,,
	Rs. 3 10 6	,,

From these figures you at once see how the Railway Company strangle the trade. It costs us but little more to convey our wheat to Liverpool than it does to bring it down from the interior. The quantity available for export in the interior is unlimited, and at the present moment thousands of tons are rotting for want of market. If this trade was met in a liberal spirit by the Railway Company, the amount available for export would be unlimited. In this article we have to compete with Chili and California, and though we have the advantage in *quality*, in *distance* and *steam tonnage* which conveys the article to market in prime condition, we find ourselves brought to a stand-still by the policy of the G. I. P. Railway Company. I find on looking at a table of rates of the East India Railway that that Company issued a notice reducing their rate considerably on seed and salt during the dull months, and if the experiment proves a success it will be continued in future during those months. Compare this with the policy of the G. I. P. —who never lower them to make such an experiment? Is not the smallest concession wrung from them with difficulty. In their treatment also of native merchants I have often also been struck with the number of law suits brought against them which are either settled at the last moment or given against them. On enquiry I find that it is a saying among native merchants that they never get their claims settled until they go to law. I have spoken thus about wheat because it is an article in which I have some experience, but my remarks refer alike to other articles, and I trust, therefore, that the Committee will quietly and carefully go into the whole question and lay our grievances and burdens in a complete form before Government for redress.

Mr. C. Balcrushna, on behalf of Mr. Dwarkadas Goverdhundas, a Surat merchant, next addressed the meeting as follows :—Gentlemen,—I would invite the attention of the Chamber to a subject which is of considerable interest and importance to the whole mercantile community, the removal of goods as they arrive at either terminus of our two lines of Railway in Bombay. For some years past, indeed, ever since the carting agency was established, we have found that the charges paid to the carting agent were very high, much higher than we could do the work for ourselves. After many remonstrances with the railway authorities, a reduction in the rates has been made in the last contracts, but still those rates are too high, and, moreover, the principle on which the rates are fixed, is most unbusiness-like and even absurd. The carting agency is now in the hands of one carting agent, with whom each railway company has made a separate contract. The sum agreed to be paid him is twelve annas for removing a ton of goods from either terminus. The distance from either terminus to the cotton green at Colaba, is not, however, equal, and, moreover, twelve annas is to, high a rate from the farthest terminus, and is therefore much too high from the Colaba terminus of the B. B. and C. I. Railway, to the Colaba cotton green. The proper rate is nine annas per ton from B-ree Bunder and seven annas per ton from Colaba terminus. We therefore pay one fourth more than we ought for the longest distance and less than a double for the shortest. Formerly, the rates paid the carting Agent, were separately stated in the list of terminal charges, but for some unexplained reason, the carting agent's and the terminal charges, have for a long time past, been lumped together, and there has been no means of telling what the carting agent's charges really were. The G. I. P. Railway at the commencement of the present year offered to allow merchants who removed their goods in their own carts, a drawback of nine annas per ton, except cotton, but as three annas per ton is still retained, we do not receive from the Company all we are entitled, for we ought to be allowed the whole charges paid to the Carting Agent of twelve annas per ton. Similarly, on the B. B. and C. I. Railway, up to the 1st of July, a drawback of four and a half annas per ton was allowed, but seven and a half annas were retained, so that we really received no benefit; on the contrary we had to pay seven annas, if we removed our goods in our own carts, and as the Company retained seven and a half annas out of the carting agent's rate of twelve annas, we absolutely should have paid up to the 1st July fourteen and a half annas for every ton of goods if we had ourselves removed them from the Colaba terminus to the Cotton Green. The Company has, since the 1st of July, increased the drawback to six annas and nine pies per ton, thus retaining only five annas and three pies; but as we pay seven annas per ton for our own carts, we shall still pay twelve annas and three pies per ton, if we remove our goods ourselves from the Colaba terminus to the cotton green. The Company by this arrangement thus seek to force us into the Carting Agent's hands. This most unbusiness-like and unjust system, I think, the Chamber will agree, should be put an end to as soon as possible. I regret, however, to say that the Agent of the B. B. and C. I Railway, renewed the contract with the Carting Agent at the beginning of this year, by private arrangement, for a term of two years. Tenders for the removal of goods should have been publicly advertised; the G. I. P. Railway advertised in the usual way at the expiration of the contract in December last, and the B. B. and C. I. Railway ought to have acted in the same way, but they did not do so. It is evident that neither Company is guided by any definite or business-like method in settling the contract rates with the Carting Agents. They base their agreement on a uniform rate for a distance of five miles from either terminus, and for both lines twelve annas per ton is the rate fixed. The greatest portion of the goods on the B. B. and C. I. Railway, nearly the whole is carried to the cotton green; therefore the true basis on which the Agreement with the carting Agent should be made, is the distance from either terminus to the cotton Green. The Committee ought to be the ones to frame the Boree Bunder and seven annas from Colaba terminus. Instead of that we are now paying a uniform rate of twelve annas from either station for a distance of five miles. The entire abolition of the carting agency question, in Surat, Broach, Baroda and Ahmedabad, if not in Bombay, has become necessary. We have been paying for years past to the carting Agent exorbitant rates for removing our goods and have been prevented from knowing exactly what those rates were, because they have been mixed up with the terminal charges, but had they been shown separately, as they ought to have been, for they do not properly belong to the terminal charges—we should have taken measures to get rid of them long ago. We do not want a muddle man, as the carting Agent is, between ourselves and the Railway Company, and it would certainly be advantageous to both parties to transact business directly with each other; for we should gain by getting our work done at the lowest rate and the Companies would gain by the additional facilities that given to the traffic on their lines, and there can be no doubt that the traffic especially on the B. B. and C. I. Railway is seriously injured in the up-country stations, by the Carting Agency system which is so closely adhered to on that line. I believe the Railway Department is anxious that the principles of free trade should be carried out in making arrangements for the traffic on the several lines of Railway in this country, but there can be no real freedom to our trade so long as we are compelled by means of the Carting Agency to pay higher rates for removing our goods than we could do the work for ourselves, whilst we are kept in ignorance of what the Carting Agent's charges are. In practice the Company have for some years past adopted of mixing up those charges in the total of the terminal charges. We must be at liberty to make our own bargains with the Company without the intervention of any middle man, who only imposes a burden on both parties, before free trade can be said to exist in our negotiations with the Railway Companies. I would take this opportunity to inform the Chamber that the Surat Chamber not having succeeded in inducing the Railway Company to allow the only fair drawback that can be accepted, which is the full amount of the Carting Agent's charges, when they remove their goods themselves, have for some years past paid the full terminal charges, which include the rates paid to the Carting Agent, and thus the Railway Company receive money for which no equivalent was given. I would invite a motion to the accumulous position in which both the merchants at Surat and the Railway Company are placed by this means. The Railway Company thus strangely disregards its own interests, at the same time that it treats the merchants very disgraefully, and this is a matter which, I would suggest, deserves the attention of the Chamber. I believe the Companies employ a Carting Agent, because they suppose that if they did not, merchants would not remove their goods quickly, but might even be induced to leave them at the terminus an indefinite period, and would probably then sue the Companies for any damage their goods might sustain. Clearly, however, the Companies have the remedy in their own hands, and could make what charges they thought proper if the goods were left beyond a fixed period, and the Companies would always have the option of delivering such goods themselves, if they found it to their interest to do so. These would however be exceptional cases only, for in the great majority of instances the merchants are anxious to get possession of their property with as little delay as possible. This opinion, the Chamber will consider a good reason to entertain, since the members are aware that the Government of India has been in correspondence with the Bombay Government and the Railway authorities in reference to this contract with the Carting Agent, in which the Government of India suggests that the full charges made by the Carting Agent, should be allowed the merchants whenever they remove their goods themselves from the terminus of the Railway, and that the charges made by the carting agent, should be separated from the terminal charges. This correspondence, as the Chamber is aware, has not been published, and I would to notice that the B. B. & C. I. Railway still maintain that the Carting Agency is a desirable and useful arrangement, but on the other hand, the Agent of the G. I. P. Railway is apparently anxious to terminate his contract with the Carting Agent, and to comply, as far as possible, with the wishes of the merchants. It is necessary to reduce all expenses to the lowest point and to cut away altogether every needless charge, and the Railway Company would enable us to get rid of the needless charges of the Carting Agency by some equitable carting arrangements. All that now seems to be necessary is that we should express our opinion on this important matter in terms sufficiently strong to show that we fully endorse the suggestion made by the Government of India, to which I have alluded. As it is opposed alike to the interests of the Railway Company and the trade of Bombay and up-country stations, I have now placed before the Chamber the chief points in the Carting Agency system which appear to be most objectionable and I trust the Chamber will consider that it is essential to the trade, that the contract with the Carting Agent should not be again renewed without consulting the interests of the Railway Company as well as that of the merchants of Bombay and the Mofussil. (Applause.)

The resolutions proposed by the Hon. Mr. Bythell were then put to the meeting and carried unanimously.

Mr. J. Y. Lang—As the Committee has now been appointed, I beg to move "That the Committee do not confine their enquiries simply to the carting agency question, but look carefully also into the whole question of railway freights charged by the G. I. P. Railway, and make the necessary representations to Government on the subject."

Mr. Nanabhoy Byramjee Jeejeebhoy seconded the proposition.

The Hon. J. K. Bythell said that, before the resolution was put to the meeting, he would draw attention to the fact that what Mr. Lang had stated about the G. I. P. Company allowing scores of thousands of tons of wheat to lie rotting in the country rather than lower their rates for carriage to the coast, showed most conclusively that what he himself had stated was correct, namely that the management of the Company was not carried out, as the founders of the guaranteed Railway system intended, with a view to bringing waste lands under cultivation and improving the condition of the country generally by finding markets for its produce; but as a gigantic monopoly which did just what it pleased. While Mr. Lang was speaking, he (Mr. Bythell) had been looking over the East India time table-book. Mr. Lang had referred to the special rates for sending seeds and salt from Howra for the month of September this year and the monsoon next year as an experiment. He (Mr. Bythell) found that taking the rate from Futtehpoor to Howrah, a similar same distance as from Jubbulpore to Bombay, grains and seeds were taken that distance at 5 annas three pies per maund if consigned in quantities above 5,000 maunds while, as Mr. Lang had said, the merchants here had found it utterly impossible to get the G. I. P. Company to carry grains and seeds the same distance for less than fourteen annas per maund. They would agree with him that this was a striking fact in corroboration of the charges he had made against the Company.

Mr. Lang's proposition was then put to the meeting and unanimously carried.

The Hon. Mr. Bythell then said he wished to move another resolution which he had not included in the first resolutions, as he thought he might not be able to get a unanimous vote; but, in his opinion, one of the matters to which the committee ought to direct their attention was, whether steps could not be taken to prevent the gross ill-treatment to which bullocks had for the last few seasons been subjected by the carting contractors. They would never see a muccadum on the Cotton Green putting more than two half-pressed cotton bales, which weighed about 13 cwts., or four full-pressed bales, which weighed about 25 cwts., into one cart; but the carting agents put six or seven full-pressed bales into each cart. The result was that the animals were in the season day by day subjected to the grossest possible ill-treatment. If the carts were always able to go along a macadamised road, the case might not be so very bad; but no cart could get rid of its burden without going on soft ground, either at the bunder or the Cotton Green, and then began a systematic course of the grossest possible ill-treatment. Now he (Mr. Bythell) knew that some gentlemen thought this was not a matter for them to take up, but he thought nothing could be more proper than for merchants, when assembled together, to talk over any abuse connected with the trade; and an abuse which results in the torture of hundreds of poor bullocks ought certainly to receive the attention of their Committee. This was a matter which could not be remedied by a few suits in the Police Court, but the Railway companies might put into their next contract a clause to the effect that more than a certain number of bales were not to be put into the carts. It would only add a few annas to the cost, and he was sure every gentleman connected with the trade would gladly pay this rather than see the torture of the bullocks continued. Let the Company ask for tenders on the condition that only four bales are put in a cart and pay the required rate and give the remainder of the Rs. 2 now charged to the public, and the matter would be arranged satisfactorily. He had, therefore, to propose : That the special Committee be likewise empowered to lay before the Railway Companies the desirability of taking steps to prevent their carting contractors from overloading the bullocks they employ, for in the opinion of this meeting, great cruelty has of late been inflicted on the bullocks employed in carting cotton."

Mr. Mowatt (Messrs. Ritchie, Steuart and Co.,) seconded the proposition.

The Chairman, in putting the resolution to the meeting, said he was one of those who thought it should not be brought forward. A gentleman in England had said that if you drove half a dozen omnibuses through Temple Bar, it would be well to take one at a time. Now he thought they had enough to do in getting the Railway Companies and Government to agree with them; and if they brought this matter forward, he thought that they would be actuated by some animus to pick holes (to use a common expression) wherever they could. Cruelty to animals was so common a thing in Bombay that it would be invidious to point out any single individual. He should be happy to join in a philanthropic meeting for the suppression of such cruelty, but at present it would be better not to mix it up with the subject under consideration. He had taken a note of the carting agency carts and bullocks, and it had struck him that they were not by any means the worst treated bullocks in Bombay. They were well fed and well nourished, and better than the Municipal bullocks, the ribs of which could be counted a hundred yards off—(a laugh)—and if they were going to take up the question, it would be well if they took up the whole thing. The Hon. Mr. Bythell had said that they had a very tough job before them, and with the tough job in hand, he thought they must try only to drive one omnibus at a time. He would express a hope, however, that they would not find it so very tough as Mr. Bythell anticipated. The interests of merchants and of the Railway Companies were identical. What they were asking them to do was only what enlightened self-interest would make them do; and, therefore, hoping that they would go in a friendly spirit to the Company, and that the Company would meet them in a friendly spirit too, he would put the resolution to the meeting. The reduction in Railway charges which he had suggested would not, he thought, put one penny in the merchants' pockets except indirectly by increasing trade. The whole profit would go to the cultivator, and therefore merchants could not be charged with being actuated in this movement solely by interested motives. They were working for the general good of the country.

The proposition was then put to the meeting and carried by a very large majority.

The Hon. Mr. Bythell proposed the best thanks of the meeting to the Committee of the Chamber of Commerce, and to the Chairman for his kind and courteous behaviour in the chair.

The Chairman having acknowledged the vote of thanks the meeting separated.

SEASON REPORTS FOR THE WEEK ENDING THE 2ND DECEMBER 1874.

Kurrachee.—Kharif harvest fair all over collectorate except in Baraui, i.e, rain-fed land of Kotri and Mahjunda talukas. Rabi prospects everywhere good. Area of rabi cultivation in Sehwan and Dadoo talukas estimated at eighty to ninety thousand acres. Fever prevalent.

Shikarpur.—Weather milder with clouds. Fever decreasing. Rabi prospects promising throughout collectorate. Unusually large extent of land under cultivation. Talukas Nusseerabad, Mehar, Kakkar backward owing to excess of water, but land being cultivated as water retires. Kharif harvest good, save from floods, except jowari generally inferior in size and quality from excessive rain. Disease among cattle.

Haidarabad.—Kharif crops, jowari and bajri excellent. Harvesting over in all talukas. Cotton and rice harvest progressing. Good outturn of cotton expected. Rabi early crops thriving and sowings still progressing. A large area will be brought under cultivation. Public health good excepting fever, which still prevails. Slight cattle-disease in three talukas.

Upper Sind Frontier.—Weather mild. Barani crops good. Rabi crops extensive. Prospects fair.

Ahmedabad.—Kharif harvest generally good throughout collectorate except Dhanduka and Parantej, where crops suffered to a certain extent from drought during middle of monsoon. Rabi very promising everywhere.

Ksira.—Kharif crops mostly harvested. Outturn fair in Anand, Mehmudabad, and Matar, good in Neriad, excellent in Thasra, Kapadvanj, and Borsad. Prices fallen considerably. Tendency still downwards. Too early to predict confidently rabi prospects in talukas other than three last named. In these rainfall above average, and though later fall deficient rabi crops will be generally good.

Surat.—Health improving. Harvest of kharif has been better in Pardi, Balsar, and Chickli than in remaining talukas, where one more good fall of later rain was needed. In Bardoli, tur slightly suffered from clouds. Rabi prospects tolerably good.

Broach.—Kharif crops generally good except bajri in Wagra, joowar and pulse in Hansot, which have suffered for want of rain in September. Rabi prospects are good except in sea-coast villages, where they are destroyed by insects. Fever continues, and in Ankleswar some persons died of it.

Khandesh.—Partial failure of kharif crops, now nearly harvested, has occurred in Jalgaum, Bhosawul, and Sowda, for want of late rains. Rabi crops also will suffer for it all over collectorate excepting Nandurbar, Taloda, and Chopra talukas. Some distress anticipated. Cotton picking nearly completed. Quality superior. Cultivated area about six lacs fifty thousand acres. Estimated average outturn 60 pounds per acre. Fever and cattle-disease have appeared in some talukas.

Nasik.—Kharif crops harvested, and, except in Nasik and Peint where the yield is above average, the other talukas are reported to be fair. Rabi promising generally, but more moisture is wanted in talukas Niphar, Chandwud, Sinar, Dindori, Sawurgaon, and Maligaum. Cotton nearly harvested; slightly worm-stained; quality of staple satisfactory. Outturn about fifty pounds an acre. Hinganghat sown. A few cases of fever in Peint, Kulwan, and Dindori, and cattle-disease in Dindori. The district otherwise healthy. Weather fine, but cloudy and hot at times.

Tanna.—Weather cool. Public health good. Fever in Mahim, Wada, and Murbar talukas, and slight cattl disease in Murbar talukas. Kharif crops specially good in Kalian and Karjat except in a few places in the latter. Middling in other places. Reaping of kharif crops completed in Wada Murbar, Bassein, and Panwell. Rabi crop expected to be good.

Poona.—Outturn of kharif in taluka Purandhar is estimated at full rupee. In Sirur, Haveli, and Mawal fourteen annas each. Khed and Bhimthari twelve annas each, and Indapur ten annas. Prospects of rabi now satisfactory, but one fall of rain more or less wanted in all talukas. Excepting at Indapur, where fever and ague prevails, climate and public health good.

Ahmadnagar.—Rain wanted in Nagar, Parner, Shrigonda, Newass, and Kopergaum talukas. Crops and health good.

Sholapur.—Kharif harvest generally fair, specially good in Barsi. Standing crops suffering from cloudy weather. Rabi requires rain. Present prospects not promising, but early fall will much improve them.

Satara.—Kharif harvest throughout collectorate above the average. Rabi crop promising. Fever in Walwa and ague in Patan.

Belgaum.—Kharif good except in some villages of Chikodi, Athni, and Gokak, where locusts have done some damage. Harvest not completed. Rabi sowing in progress. Young crop thriving. Cotton crop suffered from late rain. Public health good except in parts of Sampgaon, Badi, and Athni, where fever prevails.

Dharwar.—Early crop harvest in progress. Rice excellent. Joweri, sugar-cane, tur, &c., good in Ranibednur and Hangal, promising in other talukas. Showing of wheat, gram, urid, &c., almost completed, and plants thriving except in Hangal. Cotton looking well. Fever prevalent. Cattle-disease continues in Dharwar and Kalghatgi.

Kanara.—Reaping of kharif crop completed. Crop good. Garden produce fair. Preparations for second crop progressing. Fever and cattle-disease generally prevalent.

Kaladgi.—Harvest of early crops in progress. Fever and ague prevalent.

Rajkota.—Kharif harvest good all over the province. Rabi prospects excellent. Fever prevalent in most part of the province.

Wudwan.—Kharif harvest 75 per cent. in Zallawud. Rabi prospects good though rain wanted. Health good. Weather cold.

Baroda.—Kharif crops being thrashed and stored. Rabi cultivation commenced. Cotton prospects good. Fever decreasing.

Kolaba.—(Report for the week ending 23rd ultimo). Operations for cutting the first crops finished. Sowing of the second crops commenced.

Ratnagiri.—(Report for the week ending 24th ultimo). Reaping of harik almost completed. Ground is being prepared for dry season crops. Cattle-disease is disappearing in the Khed taluka, but continues in the town of Ratnagiri as before.

THE INSOLVENT DEBTORS' COURT.

NOTICE is hereby given, that the petitions of the several persons hereunder named and described have been presented to the Court for the Relief of Insolvent Debtors, Bombay, praying respectively for the benefit of the Act made and passed in the eleventh year of Victoria, Chapter XXI. :—

Sewjee Lalljee and Ragowjee Lalljee, formerly carried on business as dealers in grain, in partnership with one Coorsey Khetsey, and now unemployed.

Ballajee Anuntajee, clerk in the Municipal Commissioner's Office.

Nanabhoy Framjee, broker.

Pittamber Purbhoo, merchant.

Eboo (*alias* Ebram) Sullamon, dealer in milk.

Jadowjee Narrayen, dealer in vegetable, &c.

Madon Dowsey, who lately traded in partnership with Shamjee Sojpall, under the named of Dhunjee Sojpall & Co., as a general merchant.

Huseon Manick, Ameen Manick, Mattabaee, widow of the late Bapoo Hatiba, and Rumabaee, widow of the late Manick Bhiccajee, butchers.

Phillip Dias, fitter.

Shapoorjee Sorabjee, formerly a carpenter, now a cook in the service of one Framjee Cooverjee Bharoocha.

Rampursad Girdharcelall, formerly traded under the name of Rampursad Balkisson as a dealer in spices, now unemployed.

Cowasjee Jamsetjee, formerly a clerk, now unemployed.

Jetha Dossa and Cullisnjee Dossa, formerly traded under the name of Dossa Munjee as muccadums, now unemployed.

Mahomed Syed Molla, formerly a sheep broker, now a servant in the employ of one Joosub Jan.

Syed Hassum Gummoo Meeys, servant in the employ of one Dorabjee Hoosunjee.

Sewram Ramchunder, clerk in the G. I. P. Railway Company's Office.

Purshotum Jeewantam, Guzerathi private school master.

Thomas Henry Sealy, lately trading as a merchant and agent in Bombay, in partnership with Framjee Rustomjee, under the names of Framjee, Sealy and Company, and Sealy and Company.

Domingos Mancel Murzello, clerk.

Gungadhur Soonderjee, Government Pensioner.

Rustomjee Nusserwanjee, Cowasjee Rustomjee, and Dadabhoy Rustomjee, the first-named insolvent is a liquor-seller, the second a clerk in the Great Eastern Spinning and Weaving Company's Office, and the third unemployed.

Thacker Payraz Toolsee, dealer in grass.

Bhugwan Dharsee, formerly a grocer, now unemployed.

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Cures Blood and Skin Diseases
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